CYCLE NEWS®

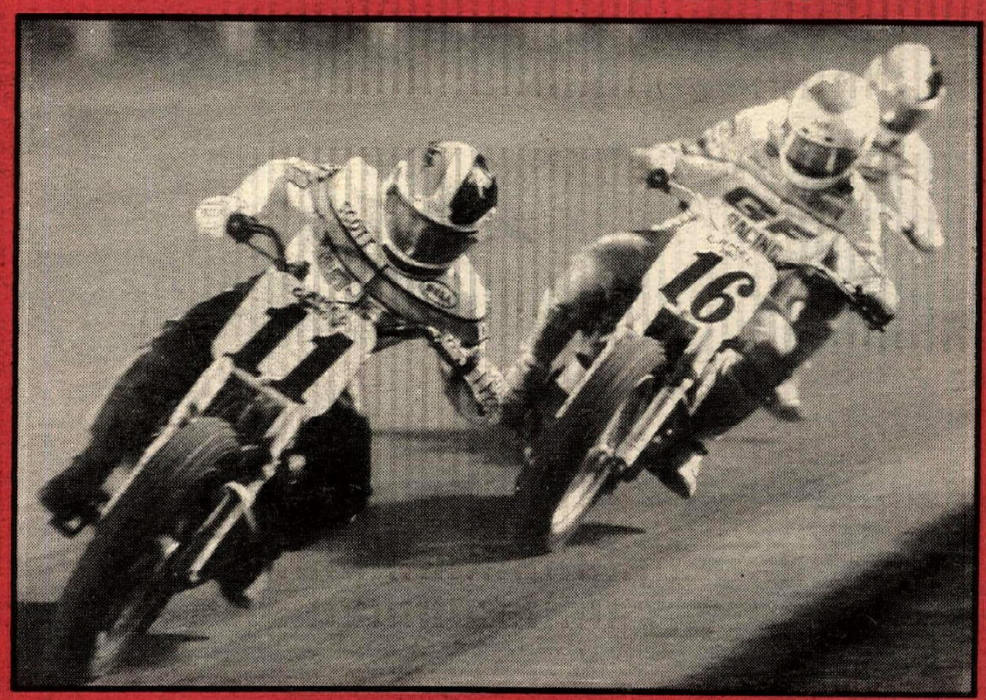
Volume XXIII : Number 15 : April 23, 1986 $1.00

Bailey sweeps Pontiac SX

Team Lockhart wins St. Louis 500K

Test: Husky's 510 four-stroke Enduro

Parker takes Sacramento Mile



Plus: 750cc street bike showdown; Kentucky hare scrambles; Plaster City Hare and Hound; local racing and much more!

America's weekly motorcycle newspaper

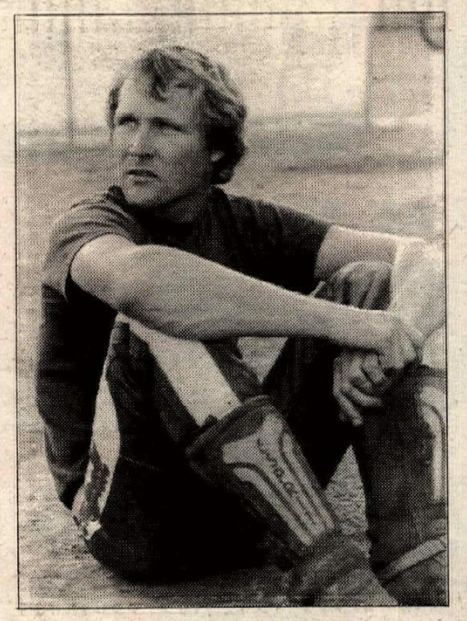
NEWSPAPER DO NOT DELAY, MAILED APRIL 15, 1986

In the WIND
BY PAPA WEALEY

Dutchmen Davey Strijbos (Cag) and John van den Berk (Yam) finished 1-2 in the April 13 125cc MX GP in Mills, Holland. Strijbos won both motos, followed home by Berk both times out. Defending 125cc MX World Champion Pekka Vehkonen (Cag) was third overall with a 3-3 day. The point standings after two rounds show Vehkonen leading with 70 points, followed by Arto Pantilla with 52, and Meko Kouki with 50.

The opening round of the 1986 World Championship Endurance Road Race Series, the 24 Hours of LeMans (France), took place over the April 12-13 weekend and was won by Gerard Coudray, Patrick Igoa and Alex Vieria (Hon). The team covered 1971 miles at an average speed of 82.3 mph, and finished six laps ahead of runner-ups Bolle/Battistini (Hon).

The Class 21 (250cc) results we ran from the April 5 SCORE Great Mojave 250 were in error. The official Class 21 winners were Scott Morris and Darryl Folks of Las Vegas, Nevada, who rode a Husqvarna to top Honda-mounted Mike Eckardt and Phil Gorgone by 4.3 seconds. Third went to Joey Land and James Tucker on a Honda. We also failed to mention that Honda-mounted Mark Vanxourt and Joe Bolton were early leaders of the class before they suffered a flat rear tire. Sorry, guys.



Randy Goss.

Two-time Grand National Champion Randy Goss called *Cycle News* April 8 to announce his racing plans for 1986. The Hartland, Michigan rider will compete full time in the AMA/Camel Pro Series, excepting TTs. Goss has been reunited with his mechanic from his championship years, Brent Thompson, who will tune Goss' Harleys with sponsorship from the Harley Owners Group, Portco Sprockets, Bell Helmets, Super-Trapp, Works Performance, Diamond, ND, Hi-Point and Marzocchi. Goss missed the Houston Astrodome season opener because of a second leg operation, but returned to action at the Sacramento Mile. "The leg feels a lot better since the bone graft," Goss said. "I will be doing everything but the TTs; they're too hard on my leg."

The Magoo Invitational Old-Timers Championship motocross being held to benefit injured motocrosser Danny "Magoo" Chandler on June 14-15 will include an AMA District-36 motocross on Saturday, June 14. Saturday night will feature a live band and the traditional Richmond Ramblers anything-goes minibike MX GP. Sunday, June 15 will include a Dick Mann-organized vintage dirt bike rally and motocross, followed by races featuring past stars of motocross. The event will be held at the Prairie City OHV Park near Sacramento, California.

Baylands Raceway Park in Fremont, California will hold a speedway practice and sign-up on Thursday night, April 24, a week prior to the May 1 opening of the 1986 northern California speedway season.

Fans attending races at Road America Raceway in Elkhart Lake, Wisconsin can now buy a VIP ticket good for reserved seating in a BF Goodrich/Camel Media Tower luxury suite. The ticket allows a person to watch races from the air-conditioned suite, located at the start/finish line, which is equipped with closed-circuit television monitors; catered meals are included; reservations are limited.

Griffin Vehicle Service of Chatsworth, New Jersey, a Can-Am dealership, will host an open house on Saturday, May 3 from 10:00 a.m. to 2:00 p.m. Can-Am's AMA National Hare Scrambles Champion John Martin and support rider Bruce Dengler will be on hand to set up new Can-Ams and to offer technical advice.

The Florida Motorcycle Dealers Association donated time and manpower for the third consecutive year to organize a lobbying visit to the state legislature and a benefit banquet for Mothers Against Drunk Driving (MADD). "It is the staff's desire to donate their time to benefit MADD," said FMDA Executive Director Bob Harris. "We all believe in their efforts to reduce the death and tragedies relating to drunk driving."

Northern California speedway announcer and 1985 U.S. Speedway Team member Mike Rooney is recovering from knee surgery at home in Sacramento, California. Rooney was injured while riding in a Grand Prix recently; he's recuperating at his parents' home, 3210 Balmoral Dr., Sacramento, CA 95821.

Can-Am's 1985 AMA National Hare Scrambles Champion, John Martin, did not compete in the April 12-13 opening round of the Reliability Trials/ISDE Qualifier Two-Day Series in Skiatook, Oklahoma, due to an on-going wrist injury, according to Can-Am's Jeff Smith. Smith said that Martin injured the wrist before last year's ISDE in Spain and has been having trouble ever since. Martin developed tendonitis after Spain and

now must wear a wrist brace during the week when he's not riding. Since the Oklahoma qualifier was a two-day, Martin decided to sit it out and let the wrist heal. According to Smith, Martin will ride the Michigan two-day, May 17-18.

Busy man: Willow Springs International Raceway owner Bill Huth, already up to his neck in new construction, projects and programs at his racetrack, says he's involved in the planning and construction of Reno International Raceway in Reno, Nevada. The track is scheduled to open in 1987 and is being designed with motorcycle racing safety in mind.

According to AAMRR Florida race promoter Henry DeGouw, Moroso Corporation will repave the entire 2.25-mile road racing course/dragstrip at Moroso Raceway Park in West Palm Beach, Florida starting June 23. Repaving the course, which ranges from 26 to 60 feet wide, should be completed by August 24; the July 20 AAMRR road race at the track will be cancelled. DeGouw promotes seven AAMRR events a year at the track, and two of this year's events are cash-but-not-points-paying rounds of the Suzuki GSXR Series; those rounds are scheduled for May 26 and August 24.

Perhaps you've noticed a new line of type on our front page the past few issues. It has read "Time Dated Material" and also listed the day that particular issue was delivered to the Long Beach, California, post office. This week the line reads "Newspaper" and the date mailed. All of this is one more step we're taking to hopefully prod the U.S. Postal Service into giving you the kind of service you (and we) have paid for.

Bart Peterson topped A Production at the April 13 WERA road race at Summit Point, West Virginia, a round of the Suzuki GSXR Series. Peterson beat Dan Chivington and Dale Quarterley, all three on Suzuki GSXR1100s. Jeff Dean won B Production on a GSXR750, with Chivington second and Doug Polen third ahead of Greg Tysor. Dean also won the Honda 500 Interceptor race, beating Polen and Tysor.

Can-Am's Geoff Ballard captured the overall win at the opening round of the AMA National ISDE Two-day Qualifier Series in Sand Springs, Oklahoma on April 12-13. Second overall went to Husky's Larry Roeseler on a 510cc four-stroke, while Fritz Kadlec (Hus), Kurt Hough (Hon) and Jeff Fredette (Kaw) rounded out the top five. Class winners were Ballard (500cc), Hough (250cc), Peter Postel (Hon, 125cc) and Roeseler (Four-stroke). Full story next week.

Loren "Hap" Jones of Hap Jones Distributing received the AMA Dud Perkins Award from AMA President Ed Youngblood on April 5 at the Trailblazers banquet in Pasadena, California; the Trailblazers is an organization of motorcycle industry pioneers. Jones, 80, has been riding motorcycles since 1923 and received the award for his outstanding contribution to motorcycling.

Isle of Man vintage race winner Dave Roper will ride a Team Obsolete Matchless G50 in the La Carrera Mexican Road Race scheduled for May 10 in Baja California, Mexico, sponsored by Bell Helmets, Castrol Oil and Accessory Mart.

PHOTO BY JOHN ULRICH

Tough guy Scott Gray.

Tough guy: Scott Gray's back hurt and he was having trouble breathing after he crashed Kevin Schwantz's Yoshimura Suzuki at the March 23 AFM road race at Willow Springs Raceway in Rosamond, California, but he didn't tell anyone and ran the Toyota/Budweiser Formula USA race anyway, taking a second. (Before the crash, Gray finished second in 750cc Stock Production). But when he couldn't walk and still had trouble breathing by the following Thursday, Gray finally went to a doctor. The diagnosis was compression fractures of three vertabrae, including the one through which lung nerves pass, which explained Gray's shortness of breath. That diagnosis didn't keep Gray from racing in the AFM event at Sears Point International Raceway in Sonoma, California on March 30, winning the Open Stock Production race and finishing fourth in 750cc Stock Production. "I had ice packs and some deep breathing rub from a chiropractor," Gray said when he recently admitted being injured. "I didn't want to tell anybody because I needed the money I could win racing."

Husqvarna's only factory motocrosser on the National circuit, Andy Stacy, has quit the team after the Hangtown National. According to Husky's Charles Holcolm, Stacy is lacking enthusiasm about riding the AMA National Series, so he's joining a team of Honda riders to compete in the Canadian Supercross Series. "Stacy doesn't have enough of the confidence he needs right now to compete in the Nationals," said Holcolm. "It was a mutual decision for him to leave the team. As of now, we have nobody lined up to replace Andy."

The 1986 Speedway Final scheduled for June 7 at Long Beach's Veterans Stadium has been postponed to June 21 due to scheduling problems with other events in the Los Angeles area, according to promoter Harry Oxley. U.S. riders will use the Long Beach race to qualify for the World Individual Speedway Championship

(Continued to page 32)

CYCLE NEWS NATIONAL

America's weekly motorcycle newspaper

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Cycle News (USPS 141-340) is published weekly except the first and last week of the calendar year for $25 per year by Cycle News, Inc., 2201 Cherry Avenue, Long Beach, CA 90806. Second class postage paid at Long Beach, CA.

POSTMASTER: Send form 3579 to Cycle News, P.O. Box 498, Long Beach, CA 90801-0498.

Subscription rates: One year, second class mail, $25; two years, second class mail, $45; three years, second class mail, $68; 25 weeks, $13. Foreign rates available on request.

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ON THE FRONT PAGE: Team Lockhart leads Team Moto Guzzi at the AMA St. Louis 500K. Photo by Randy Maurs. Kit Palmer on the Husky 510cc 4-stroke Enduro test bike. Photo by Farren Williams. Scott Parker and Ronnie Jones at the Sacto mile. Photo by E.W. Dominie.

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voices

Wrong results

This letter is not so much a complaint as an urgent plea. In your coverage of the March 16 District 29 Spring Series opener at Metrolina MX Park at Charlotte, North Carolina, you printed the wrong results in the 125cc Schoolboy class. The name that we at Cagiva of Greenwood were anxiously awaiting mention of was third-place rider rider Chuck Blackmon of Greenwood, South Carolina. Chuck is in his first season of riding 125s and he and his father, Charles Blackmon, have sidestepped tradition and fashion by choosing a European 125. The 1986 WMX125 Cagiva is worthy of mention when it gets ridden the way Chuck rode it that day. Maybe the presence of Team Honda's David Bailey had everyone giving that extra effort. David must have signed a thousand autographs that Sunday and even though he rides that "other red motorcycle" he won me over, too.

Thanks David and thanks *Cycle News.*

RACIN' RAY CRENSHAW
Cagiva of Greenwood
Greenwood, SC

Due to an unfortunate error, the results for the March 16 first round of the Carolina Spring MX Series and the results for the March 9 Devil's Ridge MX were swapped in Cycle News. *The correct results for each event are listed in the Results Section of this issue. . . Editor.*

Racing on TV

The AMA has contracted Seals Communications (producers of "Motoworld") to beam race reports via satellite to TV stations and networks across the country following each of the 1986 Camel Pro Road Race Series events. The first installment of the AMA Satellite News Feed Program went out after the Daytona 200 Superbike race.

This is an exciting step towards giving AMA professional competition the exposure it deserves. But there is a catch. For starters, it is impossible to contact every station in the country with information about when and how the news report will be transmitted. Currently we are notifying 450 stations. We need the help of racing fans to let us know which stations routinely cover motorsports events so we can be sure they are on our list.

More importantly, these AMA racing reports are going to have to fight for air time with all of the major league sports. When a television sports editor sits down to figure out what to put on his show he pays a lot of attention to what he knows is popular in his market area. One of the ways he learns this is through the mail he receives from area residents. If you would like to be sure and see these AMA racing reports on your local station, write or call your favorite channel and tell them so. Let them know that AMA is making these reports available and that you and your friends want to see the action and hear the results on their Monday sportscast. In either of these cases, I can be contacted at AMA headquarters (P.O. Box 6114, Westerville, OH 43081) to put a station on our list.

I also want to take this opportunity to thank the sponsors who helped get this program off the ground. American Honda, U.S. Suzuki and Yamaha Motor Corp. all are major sponsors. Additional support has come from Kawasaki Motors and the Camel Pro road racing promoters.

The AMA wants professional racers to get the attention they deserve from the public media and this program can go a long way in helping them get it. But to make sure we get on every station that we can we will need your help. Be sure to check the Camel Pro road racing schedule in *Cycle News* for dates and locations and then get in touch with your local channel and ask for the coverage.

PATRICK MURPHY
AMA Pro Racing Dept.
Westerville, OH

Who invented variable rake?

Referring to correspondent Gregory Love's variable fork rake letter *(Cycle News,* March 26), in case anyone should believe that Mr. Love has just invented a variable rake principle I have to point out that Laverda of Breganze, Italy holds a patent on variable fork rake. The Laverda system was in production for about five years on their mid-1970's excellent 250 dual-purpose model.

In addition, some months ago one of your advertisers was offering for sale "a new patent adjustable handlebar."

The handlebar depicted was a virtual copy of handlebars patented by Laverda in 1974 which is still in production to this day.

Finally, here at Laverda we believe it is inevitable that it will only be a matter of time before someone "invents" the fuel filling arrangement and the patented 360° footrest adjustment that have been in production at Breganze since 1981 on the 1000cc models.

ROGER SLATER
Slater Brothers
Mica, WA

Variable rake

Not only does Glove (not Glover) Enterprises (Voices, *Cycle News,* March 26) have nothing to do with whatever Broc is doing, but the rake angle decreases as the handlebars are turned, thus the design has little similarity to the old Can-Am fixed design.

The rake angle is decreased while turning, which gives precise, quick-cornering ability. The rake angle is at a maximum while on a straight course, which gives stable high-speed handling. In short, the design combines the cornering ability of a flat-tracker with the high speed stability of a desert racer. Wouldn't you like to try that on the competition at the track?

W. GREGORY GLOVE
Glove Enterprises
Laramie, WY

AMA Grand National MX

Why isn't the AMA awarding a Grand National number one plate in motocross in 1986?

The new National motocross format has all the top stars competing against each other in the same class; they are no longer segmented into three classes, as in previous years.

When Supercross and National motocross points were combined this year, the rider with the highest total will be a "true" Grand National Champion. I'm not taking anything away from David Bailey (he won the 1983 and '84 GNC titles). As a matter of fact, I've discussed this with David and he agrees with me. 1986 would mark the year when a Grand National title would mean that the rider who owns it beat the best in the sport, all riders and all races inclusive.

I understand that the factories are against a Grand National Motocross Champion, as they would rather have the 125cc support, outdoor National, and Supercross titles to win and advertise. I can relate to their position, but I also feel that it's time to simplify the structure of motocross so that local, regional and national media sources can identify with the sport.

When the day comes that we have a unified race circuit with one champion, we'll be able to start pursuing advanced growth for American motocross.

TOM MUELLER
Progressive Publicity, Inc.
Greensboro, NC

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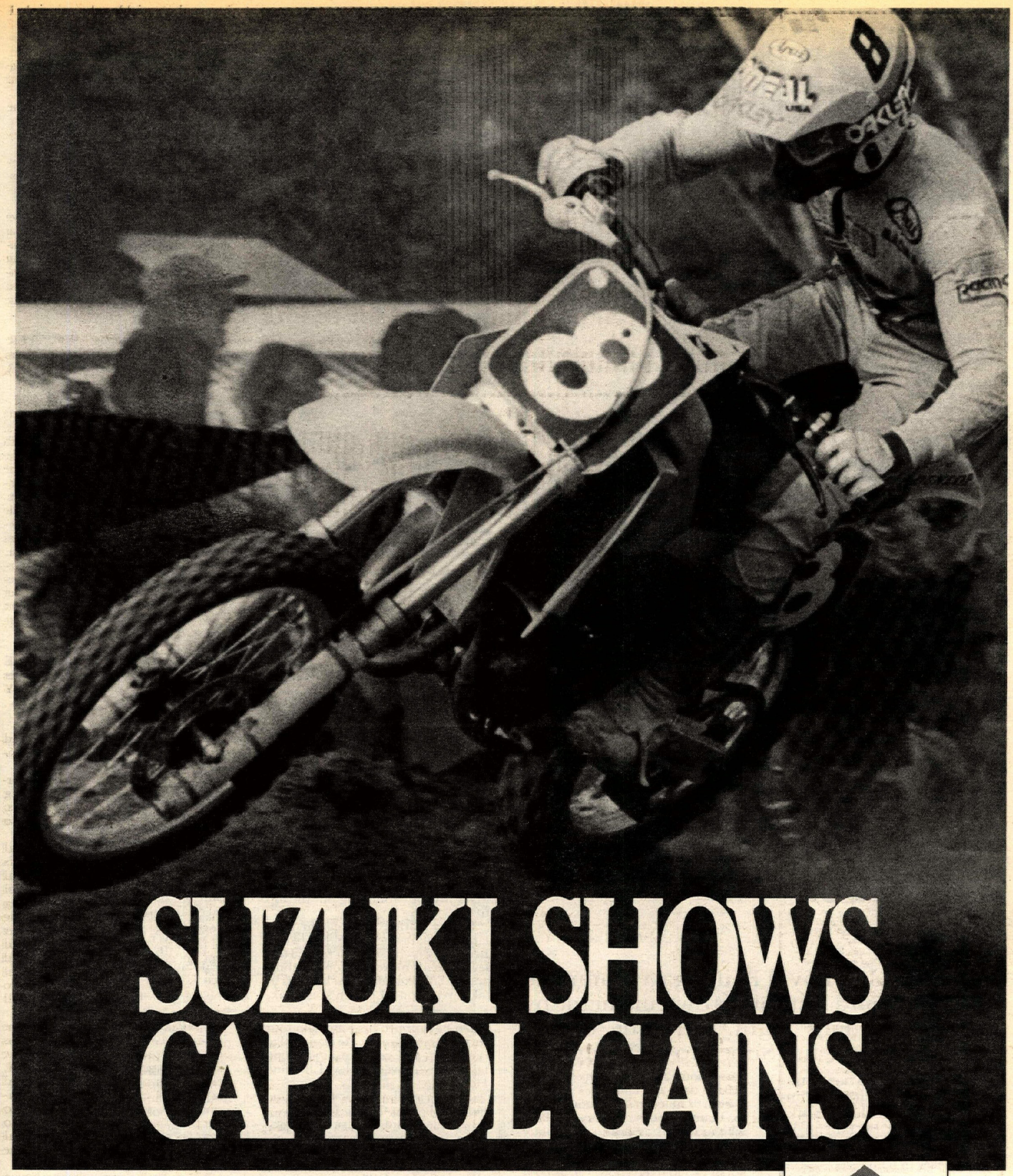

It happened in Sacramento. Right there in California's capitol.

The scene was Round 2 of the AMA National MX Series. And Suzuki's Erik Kehoe was laughing all the way to the bank as he made small change of the 125 Class.

As 12,000 spectators looked on, Kehoe and his RM125 cashed-in on a 2-1 score to emerge the points leader in the series.

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PHOTOS BY PAUL CARRUTHERS AND TOM STRATTMAN

Honda's David Bailey dominated both finals in front of close to 80,000 in two days of racing under the Pontiac Silverdome.

Keith Bowen (9) leads Rick Johnson in their early race battle on Sunday; Bowen got tired as Johnson picked up the pace to finish second.

AMA Nippondenso Supercross Series: Rounds 8 and 9

Bailey takes two in Pontiac

By Paul Carruthers

PONTIAC, MI, APR. 12-13

Team Honda's David Bailey gave teammate Rick Johnson a taste of his own medicine by sweeping rounds eight and nine of the AMA/Nippondenso Supercross Championship. Johnson, who has dominated the series prior to Pontiac, was shown what it's like to be beaten as he had to be content with looking at the back of Bailey's jersey in both races.

Bailey beat Johnson soundly in both Saturday and Sunday's finals, but the fight is far from over as this year's championship has dwindled to a two-rider duel. Defending Supercross champ Jeff Ward saw his chances of repeating go down the drain with a crash on Saturday and a fifth-place finish on Sunday.

Team Yamaha's Keith Bowen proved he could run with the big boys as he finished third both days. On Sunday, Bowen showed that with a little training he could be a force to be reckoned with as he caught and passed both Bailey and Johnson before getting tired and fading.

Fourth place in both rounds went to Team Honda's Johnny O'Mara, who moved himself into third place in the points race and in position to attack if the leading two falter. That doesn't seem likely, however, as both Bailey and Johnson seem to be peaking at the same time.

Saturday

Kawasaki-mounted Ricky Ryan got things rolling under the Silverdome with the holeshot in the first heat. Dean Matson was sitting in second followed by Alan King. Mike Healey and Carlo Coen were the first casualties of the event when they tangled and dropped out of contention.

King quickly moved by Matson in the whoop section following the triple jump, but Ryan had pulled a slight lead. Ross Pederson made a nice move to zap Matson for third as the second lap came to a close.

King challenged Ryan in the middle stages of the race, but the rider from San Jose, California held on for the win. Pederson followed King home for third with the final transfer going to Matson; Larry Brooks finished fifth.

Jeff Frisz grabbed the holeshot to lead heat two, but it was only momentary as Ron Lechien took the lead before the end of the first lap while Frisz crashed in a section of whoops.

Yamaha's Jim Holley got a bad start but was on the move to complete the first lap in fourth place. At the end of two laps it was Lechien, Billy Liles, George Holland, Holley and Mark Murphy rounding out the top five.

Holley started working on Holland to start the third lap while Lechien was cruising out front. Holley made his move stick on lap three and by lap six had moved by Liles to take over second. Lechien's only anxious moment came on the last lap when he dropped his Kawasaki four turns from the finish. He managed to pick it up and get going in time to take the win over Holley, Liles and Holland.

Team Yamaha's Broc Glover and Honda's Johnny O'Mara found themselves side-by-side in turn one of heat three, but Glover emerged with the lead. Bowen also shot by O'Mara and at the end of one the order read: Glover, Bowen, O'Mara, Scott Burnworth and Tom Carson.

Bowen started thrilling the home crowd by gaining quickly on Glover. And on lap three, Bowen pulled up next to Glover in the whoops after the triple jump, but Glover held tough. Bowen then crashed hard on a set of doubles, allowing both O'Mara and Burnworth to go by.

Glover cruised in for a 4.9-second win over O'Mara with Burnsworth and Bowen rounding out the direct transfers to the main. Glover's heat was the fastest of the night to this point with a time of seven minutes, 41.8-seconds.

Heat four was the one everyone was waiting for: a Johnson vs. Bailey vs. Ward duel. Johnson grabed his usual holeshot, but Ward was quickly by on the outside. Bailey, meanwhile, was off in fourth, but quickly passed both Eric Kehoe and Johnson.

Lap two saw Johnson controlling the fan support as he cleared the triples to gain on Bailey. The order stayed the same, however, until the fourth lap when Bailey bobbled allowing Johnson to squeeze by. Johnson was still the only rider doing the triples, but that changed on the last lap. Bailey, who had settled for an easy third, slowed at the top of the hill and watched the triple-jumping Johnson. Bailey then got on the gas and cleared the triples; he now knew he could do it if he had to. Ward took the win over the two Team Honda riders, with Kehoe taking fourth. Heat four was four seconds faster then Glover's heat and became the fastest eight laps of the night.

Semis

Eric Eaton led the first semi into turn one, but he went wide and gave the lead to Brooks. That didn't last long as Brooks faltered before the end of the first lap to give the lead to Fred Andrew's Yamaha with Carson right on him. Brooks, meanwhile, was way back in the pack.

Carson took the lead before the end of the lap while a crash brought out the ambulance flag. Suzuki's Mike Healey had crashed, breaking his right wrist, according to Suzuki motocross team manager Pat Alexander.

Carson continued to lead Andrews with Billy Frank and Carlo Coen following. Eaton started pressuring Coen on the sixth lap and by lap seven was in fourth place. Carson took a 4.5-second win over Andrews.

Frisz grabbed the lead in turn one of the second semi with a pile-up following him on the uphill turn two. Frisz led the field at the end of the first lap followed closely by Eddie Warren and A.J. Whiting. Cooper, who had

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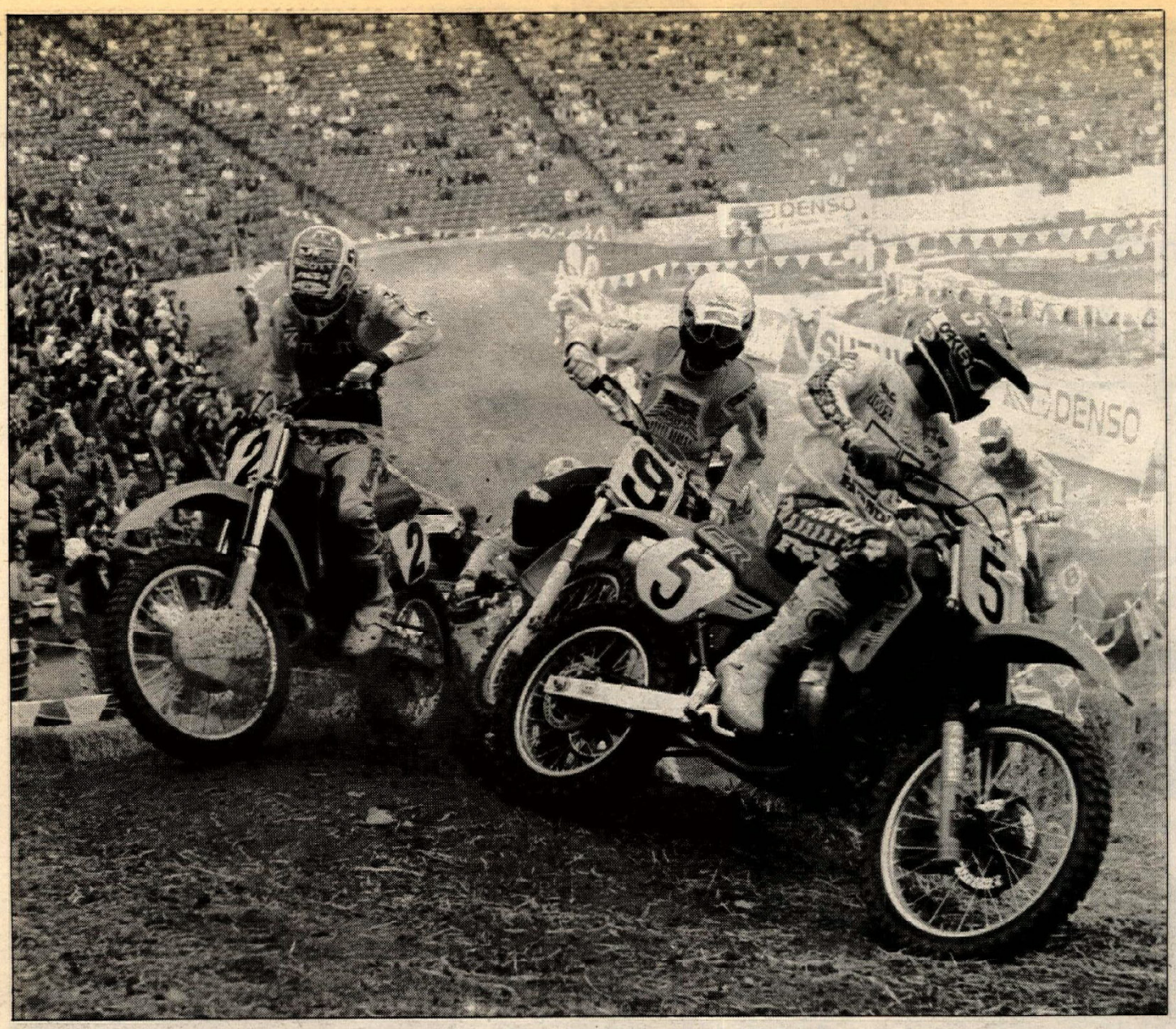


(Above) Rick Johnson (5) leads Keith Bowen (9) as he stuffs it under Ronnie Lechien (2) in turn two of Sunday's main; Bailey is already out of the photo. (Below) Saturday's 125cc winner Ronnie Tichenor.

been doing the triples in practice, was fourth but gaining on the leading trio.

Whiting bailed in turn three, allowing Cooper to sneak into third place while setting his sights on Warren and Frisz. Lap three saw Warren and Frisz side-by-side through the whoops before the tunnel and across the start/finish line. Cooper was on the move and gaining slightly as Warren took the lead for good on the fifth lap.

Cooper set Frisz up for a block pass after the triples and pulled it off cleanly. Murphy also gained on Frisz and passed him on the last lap to finish third behind Warren and Cooper.

Last Chance Qualifier

Yamaha-mounted Murphy led the LCQ pack into the first turn and never looked back to take the final transfer to the main. Brooks got off the line second, but a battle for the lead never materialized and Brooks was out of the program. Third place went to Frank with Jeff Hicks and Whiting rounding out the top five.

125cc Main Event

The 125cc Main pitted heat one winner Keith Turpin on his Honda against the second-heat-winning Kawasaki of Ronnie Tichenor. As the gate dropped, however, it was the Kawasaki of Mike Morris grabbing the holeshot with Turpin second, Jason Veigeler third and Tichenor fourth. Turpin took the lead before the end of the first lap with Tichenor soon following in second.

The two leaders instantly pulled away from the pack and were in a class by themselves, but the race for the lead was far from over. Tichenor slowly moved up on Turpin and just when it seemed the Honda rider had the edge, Tichenor zapped him on the seventh lap.

Tichenor almost stalled the Kawasaki a lap later, but he held on to take a 6.6-second win over Turpin. Tary Tinney put his Honda in third after shaking loose from the battle for fourth. Tommy Watts edged Todd DeHoop's Yamaha for fourth with Richard Halstead taking sixth.

250cc Main

Could Johnson clear the triples for 20 laps, and if he could, would it matter? Would Bailey need to do them? The questions were soon answered as the pack jammed into turn one. Bailey emerged with his first holeshot of the year followed by O'Mara, Johnson, Holland, Burnworth, Bowen, Liles, Warren and Glover. Ward and Lechien were the victims of a mid-pack start and were stuck in traffic.

Johnson wasted no time and quickly had the crowd on its feet as he cleared the triples on the second lap and in the process passed O'Mara. Bowen was also on O'Mara and at the end of lap three the order read Bailey, (with a 3.3-second lead), Johnson, O'Mara, Bowen, Glover, Holland, Ward and Lechien.

By the end of lap five, Bailey was beginning to stretch a lead and led by four-seconds, all without doing the triples. Meanwhile, Johnson continued to amaze the crowd, but was losing sight of Bailey. O'Mara crashed in the turn following the triples and Bowen went by for third. Glover was up to fourth, but was in a battle consisting of himself, O'Mara, Ward and Lechien.

Lap seven saw O'Mara get back by Glover and moments later Ward virtually ended all chances of a repeat Supercross Championship. Coming off the doubles, Glover hit a rut and veered in front of the in-the-air Ward. The Kawasaki factory pilot slammed into Glover and crashed out of the race.

At this point Glover began to fade and Lechien went by to challenge O'Mara. At the halfway point, Bailey led Johnson by 8.6 seconds followed by Bowen, O'Mara, Lechien, Glover, Holley and Holland. The only race the rest of the way home was Holley's challenge of Glover; Holley ended up leading his teammate for five laps before slowing in the later stages of the race and allowing Glover to regain sixth place.

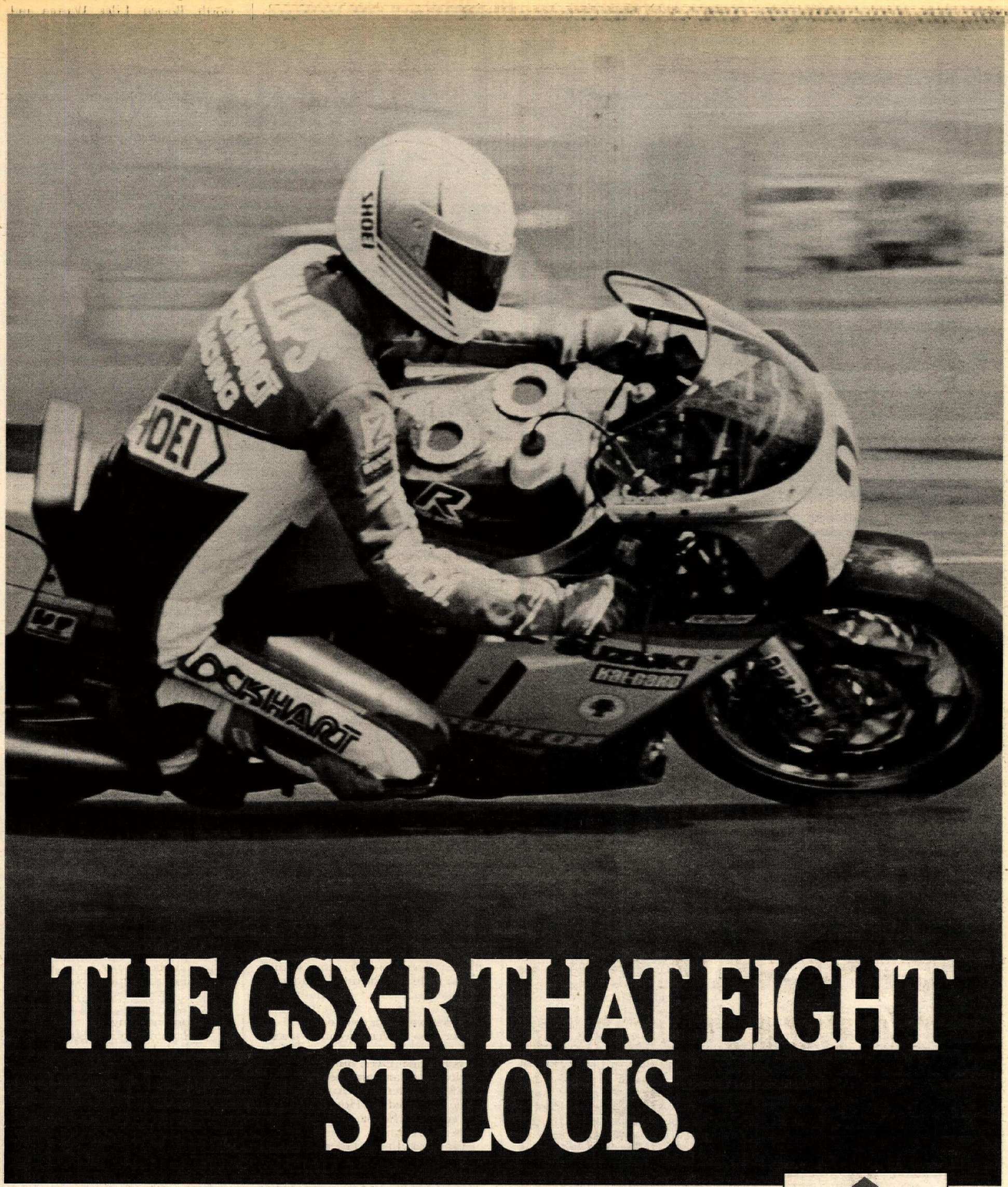
Johnson continued his assault on the triples; when he did it right the section of whoops following the jump was a breeze, but if he got off line he was slowed dramatically. By this time, Bailey had it on cruise control and took an 11-second win and a gain of three points on Johnson. Bowen rode a consistent, smooth race for third in front of the home fans while O'Mara continued to hang in there with a fourth. Lechien took fifth with Glover sixth.

"I was really uncomfortable tonight," Johnson said after the race. "In the qualifier I was breathing really hard and then the parade lap started me breathing. I knew I would be in trouble when 20 laps came. As soon as I passed O'Mara I started breathing hard, like I was already tired. I couldn't gain that back and I was just riding really tight; I wasn't flowing, I wasn't riding like I usually ride. The best thing I did all night was jump the triples; when I would do it right I would make up an awful lot of time, but I was having a hard time concentrating."

"I felt comfortable," Bailey said. "I was a little bit tense in my heat race. My mechanic built some arm warmers made out of sheepskin and everybody kind of laughed at me because of that. But my forearms didn't get pumped in the final at all. I felt terrible after my heat race and I couldn't really put anything together, but I knew I would do well if I could just get relaxed and loose before the final. That's the first holeshot I've got all year. He (Johnson) can be beaten. I felt like I could have beaten him a few other times, but that's racing; you've got to get the starts. The triples were pretty rutted, so why take the risk? I chose not to do it because I was pulling away; if Rick was catching me then I think I may have started to jump it, but as it was I didn't have to. It feels real good."

Sunday

Sunday's program started in the same fashion as Saturday, in fact it almost repeated itself. Ryan leaped



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Johnny O'Mara's two fourth place finishes in Pontiac moved him into third place in the points race, but he trails Johnson by 54 points.

Keith Turpin finished second behind Ronnie Tichenor on Saturday, but came back to beat Tichenor on Sunday.

into the lead of heat one followed by Frisz and Ross Pederson. Ryan immediately opened a lead on the field as first Frisz and then Keller settled into the runner-up slot. By the start of lap four, Ryan held a 4.3-second lead on Keller with Pederson third and Frisz fourth.

The only change came on the last lap when Pederson shot by Keller to finish second. Ryan had won his second heat in two nights and showed why he is considered one of the top privateers on the circuit.

The second heat saw Kehoe grabbing the holeshot over Hicks, Warren, Cooper, Eaton, Holley, Holland and Lechien. Hicks grabbed the lead shortly after the start to lead the field after one lap. Lechien, meanwhile, was on the move and up to fifth at the end of one lap.

Kehoe started to pressure Hicks, but suddenly Lechien was on top of both of them with Warren following. On lap seven, Lechien pulled off the perfect pass on Warren, who had gotten by Kehoe for the lead. Lechien held on for the win over Warren, Kehoe and Holland; Holley was off the pace and would have to transfer via the semi.

Ward entered turn one with the lead in the third heat with Bowen and Glover side-by-side followed by Brooks. Ward's lead didn't last long, however, as an ultra-aggressive Bowen dove under the Kawasaki pilot entering the tunnel. By the end of lap five, Bowen held a 3.2-second lead over Ward with Glover hanging on to third after Brooks' race ended with a hard bail in the whoop section.

Ward closed the gap in the final laps, but Bowen held on for the win after completing the eight laps in seven minutes, 23.18 seconds, a full 14 seconds faster than Johnson's fast heat on Saturday.

Johnson and Bailey renewed their rivalry in the fourth and final heat with Johnson taking the holeshot. Bailey didn't like the order and shot by to lead the start of the second lap ahead of Johnson, Murphy, Frank and Burnworth; O'Mara was back in eighth place at the end of the first lap.

Johnson took the lead again on the second lap and that held to the finish. Lap six saw O'Mara go by Burnworth on the inside of the uphill hairpin to take over fourth; and shortly afterwards he zapped Murphy to take third. Johnson's win was a second slower than Bowen's.

Semis

The first semi turned out to be a thriller as Coen led the field into turn one; Stacy was second followed by Brooks. Coen's lead was short-lived as he bailed in the uphill hairpin on the second lap letting Stacy, Liles and Brooks fly by.

The big change came on the fourth lap when Liles went down trying to pass Stacy. Brooks gained the most from the miscue as he shot by both riders to grab the lead. Liles got up in fourth place and started upon a fearless rampage towards the front. Brooks, meanwhile, had opened up a comfortable lead.

The final laps saw Liles dispose of Carson and quickly gain on Stacy. Liles was going hard and almost crashed twice on lap seven. He flew the tabletop jump before the start-finish line on the final lap in a last ditch-effort to zap Stacy, but he bottomed out hard and had to settle for third.

The second semi turned into a Holley/Cooper war. But it was Burnworth who led the first two laps. Cooper, however, took over with Holley in tow and the two were soon banging bars all over the track. Both riders were riding aggressively, and at one time they nearly collided off a set of doubles. Holley pushed Cooper out of the way on lap seven in turn one with King taking advantage to move up on Holley. King got close, but Holley held on for the win with Burnworth third and Cooper fourth.

Last Chance Qualifier

Sunday's LCQ will long be remembered in Pontiac as The Guy Cooper Show. Cooper, after crashing on the first lap and falling off the pace, put on a show that had the people on their feet. Not even Johnson was attempting the doubles on Sunday and Bailey tried it once and won't forget it for a while as he nearly crashed. But Cooper stole the show from race winner Burnworth by constantly clearing the triples. He not only cleared them, but he did it in style; either fully crossed-up or with one fist in the air. Johnson and Bailey, along with the rest of the pits, watched in amazement.

But while Cooper provided the entertainment, Burnworth earned the final transfer spot into the main event.

125cc Main

The Turpin/Tichenor battle from Saturday never materialized as Turpin grabbed the holeshot and led wire-to-wire. Tichenor, meanwhile, got off the line in fourth and by the time he had worked his way into second, Turpin was history.

The Honda pilot pulled away on every lap and by the fifth lap held a 6.8-second lead on Tichenor with Watts third and Mark Melton fourth. The race settled in and the positions didn't change as Turpin took the win with Tichenor second, Watts third, Melton fourth and Rodney Barr rounding out the top five.

250cc Main

For the second day in a row it was Bailey leading Johnson in turn one with Bowen, Lechien and Burnworth in tow. Ward, meanwhile, had another mediocre start and was back in sixth with O'Mara eighth and Glover 10th.

The first lap saw Bailey stretching out a small lead with Bowen disposing of Johnson for second with Lechien also making an attack on the point leader. Bowen immediatly started reeling in Bailey and at the end of lap three was right on the Honda ace as the two went under the tunnel. Lap four saw Bowen shoot past Bailey before the uphill hairpin and the Yamaha rider started pulling away.

While Bowen and Bailey led the field, Johnson had shaken off the Lechien attack while Burnworth gained on Lechien. Bailey was back on Bowen on the sixth lap and he stuffed it under the Michigan rider before the tunnel turn. This was the start of Bowen's fade and Johnson used fatigue factor to reel him in. By the halfway mark, Bailey led the Bowen/Johnson tussle by 4.6 seconds with Burnworth fourth, O'Mara fifth, Ward sixth and Lechien and Glover fighting for seventh.

Johnson and Bowen were fighting hard for the runner-up spot with first Johnson taking over and then Bowen coming right back. Johnson, however, soon got the better of the duel and started to go after Bailey. Meanwhile, O'Mara had zapped both Burnworth and Ward to move into fourth.

By lap 19 of the 20 lap main, Johnson had gotten to within 2.5 seconds of Bailey, but it was too late. Bailey held on for his second win in two days of racing while Johnson settled for his second runner-up finish to keep a 17-point lead. Bowen took third with O'Mara fourth, Ward fifth, Burnworth sixth, Lechien seventh and Glover eighth.

"It was tougher than last night because I made it tougher on myself," Bailey said. "I should have never started looking back at Rick. I should've just paid attention to my mechanic's signals. I made so many mistakes; I was making myself miserable out there thinking 'he's catching me, he's catching me.' I wasn't too worried (about Bowen's early charge) and I don't want to write him off because he's riding really well this year. But I had a feeling after looking at his face after the heat race that he's in shape for about a 10-lap main. So I thought that he would probably start making mistakes."

When asked about a momentum shift, Johnson smiled and said, "I'm not worried about it. I haven't been comfortable all weekend. Dallas is coming up and I like Dallas. I whipped his butt there last year, so he'll have to contend with me there." ●

Results

SATURDAY:

250cc: 1. David Bailey (Hon); 2. Rick Johnson (Hon); 3. Keith Bowen (Yam); 4. Johnny O'Mara (Hon); 5. Ron Lechien (Kaw); 6. Broc Glover (Yam); 7. Alan King (Kaw); 8. Jim Holley (Yam); 9. Billy Liles (Kaw); 10. George Holland (Suz); 11. Eddie Warren (Kaw); 12. Scott Burnworth (Yam); 13. Guy Cooper (Hon); 14. Mark Murphy (Yam); 15. Ricky Ryan; 16. Erik Kehoe (Suz); 17. Tom Carson (Hon); 18. Fred Andrews (Yam); 19. Dean Matson (Kaw) 20. Jeff Ward (Kaw).

125cc: 1. Ronnie Tichenor (Kaw); 2. Keith Turpin (Hon); 3. Tary Tinney (Hon); 4. Tommy Watts (Kaw); 5. Todd De Hop (Yam); 6. Richard Halstead (Kaw); 7. Jason Upshaw (Hon); 8. Mike Morris (Kaw); 9. K. Mark Crozier (Hon); 10. Billy Whitley (Yam); 11. Mark Melton (Hon); 12. Kurt McMellen (Hon); 13. Jason Veigeler (Kaw); 14. Bryan McElroy (Yam); 15. Steve Visser (Hon); 16. Grayson Hart (Kaw); 17. Barry Carston (Yam); 18. Rodney Barr (Kaw); 19. Michael Jones (Kaw); 20. Vince De Vane (Yam).

SUNDAY

250cc: 1. David Bailey (Hon); 2. Rick Johnson (Hon); 3. Keith Bowen (Yam); 4. Johnny O'Mara (Hon); 5. Jeff Ward (Kaw); 6. Scott Burnworth (Yam); 7. Ron Lechien (Kaw); 8. Broc Glover (Yam); 9. Alan King (Kaw); 10. Ross Pederson (Yam); 11. Ricky Ryan (Kaw); 12. George Holland (Suz); 13. A.J. Whiting (Suz); 14. Eddie Warren (Kaw); 15. Mark Murphy (Yam); 16. Jo Jo Keller (Yam); 17. Larry Brooks (Hon); 18. Andy Stacy; 19. Jeff Frisz (Suz); 20. Jim Holley (Yam); 21. Eric Kehoe (Suz).

125cc: 1. Keith Turpin (Hon); 2. Ronnie Tichenor (Kaw); 3. Tommy Watts (Kaw); 4. Mark Nelson; 5. Rodney Barr (Kaw); 6. Jason Upshaw (Hon); 7. Mike Morris (Kaw); 8. Mark Crozier (Hon); 9. Billy Whitley (Yam); 10. Steve Visser (Hon).

250cc Point Standings: 1. Ricky Johnson (208); 2. David Bailey (191); 3. Johnny O'Mara (154); 4. Keith Bowen (136); 5. Jeff Ward (135); 6. Broc Glover (133); 7. Jim Holley (100); 8. Ron Lechien (98); 9. George Holland (88); 10. Ricky Ryan (76).

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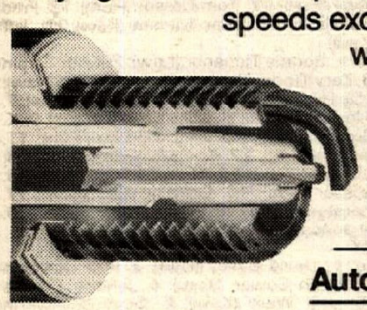

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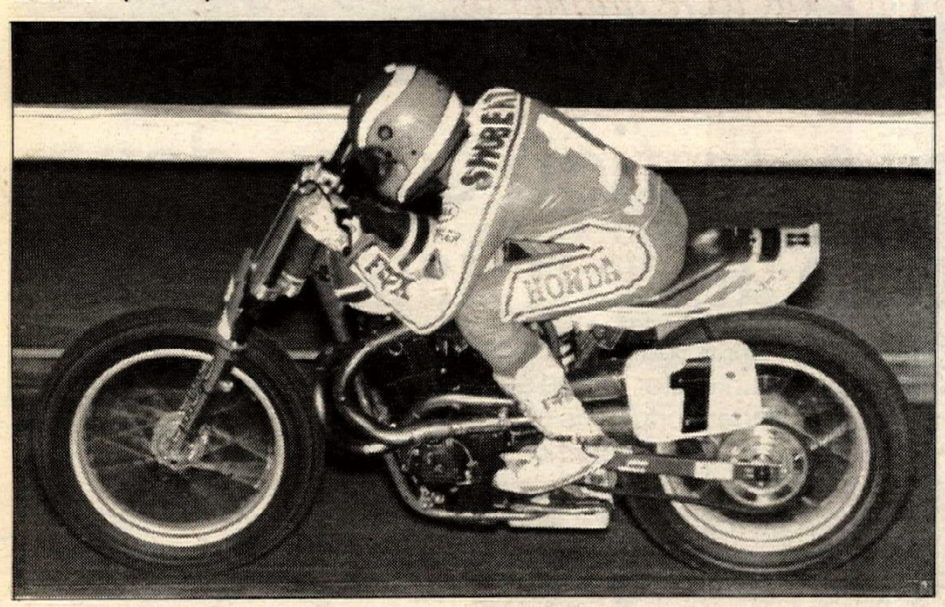
Harley-Davidson's Scott Parker (above) outlasted National Champion Bubba Shobert (below) to win the ninth annual Sacramento Mile.



Jay Springsteen (9) and Ted Boody battled for the lead during Sacramento's third Expert heat race; the order was reversed at the finish.

AMA Grand National Championship/ Camel Pro Series: Round 2

Parker edges Shobert at Cal-Expo Fairgrounds thriller

By Farren Williams

SACRAMENTO, CA, APR. 12

An enthusiastic Harley-Davidson war whoop from a jubilant Scott Parker filled the winner's circle at the ninth annual Sacramento Mile, just after the factory Harley rider posted a come-from-behind win over reigning Grand National Champion, Bubba Shobert. After edging American Honda's Shobert by a bikelength at the finish line, an elated Parker grabbed a winner's circle microphone, and emitted a victory cry more shrill than any rebel yell ever screamed during the American civil war —it rattled the Cal-Expo grandstands.

KK Motorcycle Supply's Hank Scott charged from a near dead-last start to battle his way to third place, finishing by inches over Honda-mounted Ted Boody and second-year Expert Chris Carr.

Despite cool, cloudy weather and a main event held well into the evening hours, excessive tire wear played an important part in Parker's victory, just as it did on the hot sunny day here last September, when Parker won the 1985 season finale.

Shobert worked his way through traffic to take the lead midway through the main event, but was reeled in and passed by Parker in the late going when the rubber went away on Shobert's rear tire. Parker, too, experienced excessive rear tire wear, but managed to conserve enough rubber to hold on for the win.

"I felt the tire starting to go away with five laps left, and just couldn't hold him off," Shobert said. "My tire just wore out. I've got a $20,000 motorcycle and a two-dollar tire. The same thing happened to me here last time. I got a little anxious and used my tire up. The last three laps, I was down to the cord."

"Tires were the main factor in me winning the race — I just had a little more tire left than Bubba did," Parker said. "I started in eighth. At first, Bubba was so far ahead I didn't think I could ever catch him; I really didn't know if I had a shot at him or not. I started charging harder and harder, and then the tires started wearing out. I could see him slow, and I knew he was having tire wear. I was too, but I had enough left."

The win gave Michigan's Parker the lead in the Camel Pro Series points standings, 30-23, over California's Carr. Fellow Californian Steve Eklund, who led the standings with 20 points going into the race, dropped to third place when he failed to qualify for the National. Oklahoma's Boody totaled 18 Camel Pro points by the time the dust settled at Cal-Expo, and Shobert rounded out the top five with 16 points.

Time Trials

Three-time Sacramento Mile-winner Shobert set a fast time of 38.353 seconds (93.864 mph) during qualifying, 1.21 seconds off the pace of Wayne Rainey's one-lap record of 37:143 (96.922 mph), set here last September on a Mert Lawwill/Kenny Roberts Harley-Davidson, (the same motorcycle Carr rode in tonight's final). Two-time Grand National Champ Ricky Graham qualifed second fastest with a 38.393-second time. Ohio's Steve Morehead powered his KK Supply/Laubes Cycles/Storz/John Dragoo Harley-Davidson into the third-fastest qualifying position with a time of 38.441. Hometown favorite Alex Jorgenson set the fourth fastest qualifying time of 38.545 seconds aboard a Pioneer Truck Lines/Hi-Point/Storz/Knight Honda, and Oklahoma's Ronnie Jones qualified fifth fastest on a Gill/GF Racing/-Shoei/Knight/Megacycle Honda with a time of 38.589. The fastest Junior qualifier was Brian Bonesteel, who posted a 39.652-second time (90.789 mph).

Heats

Shobert led the pack into the first turn of the initial Expert heat race, with Scott close in tow. Carr and Parker battled for third place a few lengths back, taking turns stuffing front wheels under one another in turns two and four. Carr drafted by Scott for second place at the start/finish line on lap three, but one lap later, both Scott and Parker got by Carr when he slipped his H-D Motor Co./Electro West, Mert Lawwill-tuned Harley Davidson off the narrow groove while exiting turn four. Shobert, riding virtually unchallenged, built a considerable lead by lap five. On the sixth lap, Parker drafted Scott on the backstraight, only to slip off the groove and surrender two positions to Scott and Carr going into turn three. One lap later, the second-place shuffle continued when both Carr and Parker sailed past Scott on the backstraight. Shobert won the heat with a 15-bikelength advantage, while Carr managed to clip Parker by inches at the finish line. Scott finished one length behind the Carr/Parker duo in fourth, just missing a direct transfer to the main event. Former National champion Randy Goss of Michigan rounded out the top five.

Texan Terry Poovey (Hudd Racing/Shoei/Jack Sisemore/Super-Trapp/Tsubaki) and Graham traded the top position several times during the second heat race, but it was Graham who was out in front when it counted. Pete Hames of California got an excellent start, but was dropped to second place by Poovey during the first run down the backchute. Graham moved forward to challenge Poovey, dropping Hames to third for the rest of the race. California's Don Howard and Eklund contested fourth place for the entire 10 laps, with the nod going to Howard at the checkered flag. Graham managed to slingshot past Poovey to just edge the Texan for the win at the finish.

Boody won the fastest heat race of the night (6:25:762, 93.322 mph), by holding off Jay Springsteen (H-D Motor Co.) and Doug Chandler (Freddie Spencer/SuperTrapp Racing Honda). Sammy Sweet led a tight group into turn one at the start of the heat, followed by Springsteen, Boody, and Morehead. Sweet (Pyramid Builders/H-D of North Texas/Tsubaki/Bell/Kal-Gard) dropped to

12,000 WITNESS EXECUTION IN HANG-TOWN.

Team Honda's Rick Johnson and his 1986 CR250R were murder on the competition. They combined a flawless 1-1 tally for the 250cc title at the Dirt Diggers Hangtown MX.

HONDA MOTORCYCLES

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ALWAYS WEAR A HELMET AND EYE PROTECTION. © 1986 American Honda Motor Co., Inc. (4/86)

Jubilant victor Scott Parker gets a pat on the back from Miss Camel Pro Series, Vivian Chadbourne, in the Sacramento Mile winner's circle.

New York's Brian Bonesteel (3b) bested Bryan Villella of Michigan to claim a 12-lap Junior National final that went down to the wire. After battling for the entire race, Bonesteel drafted by Villella to win by inches at the finish line.

fourth on the backstraight as Morehead powered to the front, followed by Springer and Boody. Springsteen took over the lead on lap three, Boody moved into second and Chandler nabbed third place two laps later. Boody claimed the lead for good on lap seven when Springsteen slipped off the groove in turn four. Springer held on for second place, and Chandler settled for third. Morehead and Sweet earned trips to the semis by finishing fourth and fifth, respectively.

In the fourth and final heat, Rodney Farris of Maryland (Ed Fisher/Mach I Racing/Gary Nixon/Cycle Experts/Mike Sponseller/Nolan Helmets) led the first five laps by a wide margin, but Jorgensen caught and passed him on lap six. The two riders traded the lead for the rest of the heat, with Jorgensen finally taking the win by a half-bikelength over Farris. Jones was last off the starting line when he was caught off-guard with his hand on his face shield as the light turned green, but charged hard. He worked his way through traffic, and took over third place by the fourth lap. Jones held off challenges from Tom Maitland and Keith Day, but he couldn't catch the front runners.

Semis

Four riders tangled in the first turn of the first semi, with Goss and Dan McDonnell sliding into the haybales to bring out a red flag. Both riders walked away from the incident, though McDonnell scratched from the restart with a severely bent motorcycle. Goss restarted after replacing a front wheel on his Bell/Works/Marzocchi Harley-Davidson.

Howard came off the line in first place, but was forced to settle for second when Scott went around him on the backstraight midway through the opening lap. Scott took a commanding lead, and powered away from the field to win with a four-second margin and a ticket to the National. Goss came off the line in sixth, but rode hard, and finally got around Howard for second place on lap five. The former factory Harley rider held onto second to take the last direct transfer to the main. The first semi was the fastest 10-lap race of the day; Scott turned the timers at 6:23:702 (93.822 mph).

Morehead led the second semi almost from wire to wire, but a full-blown battle developed for the second transfer spot between Day and Sweet. Day trailed Morehead on the opening lap, but Sweet worked himself into second place by lap two, and showed Day no mercy. Sweet drafted Morehead on the backstraight on lap five, but Morehead returned the favor moments later on the front straight, and Day drafted by at the same time to drop Sweet to third. Day and Sweet traded second place several times before Sweet claimed the spot for good on lap nine, to take the second transfer spot. Eric Rausch of Delaware finished fourth.

Last Chance Qualifier

Howard, Rausch, former Canadian champion Jon Cornwell, and Dan Ingram went at it for 10 laps in the LCQ. Howard held the advantage most of the way, even though Cornwell and Rausch pressured him for most of the race; Ingram moved into the tight battle for the top spot on lap seven. Howard earned the evening's last transfer to the main event by winning the LCQ just in front of Rausch and Ingram. Eklund finished fourth over Cornwell, who faded after slipping off the groove on lap eight.

Junior National

Heat race winners Bonesteel (H-D) and Bryan Villella (Rtx) traded the lead for 12 laps in the main before Bonesteel drafted past Villella for good at the start/finish line on the final lap. Eric Sassman finished third to take over the points lead in the race for the Junior National Championship.

Villella nabbed the holeshot and set the pace for the first two laps, but was drafted by Bonesteel on the backstraight midway through lap three. The two first-year Juniors continued to slingshot past one another for the remaining 10 laps, with Bonesteel just edging Villella at the checkered flag. Sassman settled into third place for good midway through the event, and Ted Taylor finished fourth.

National

Boody grabbed the start of the main and led Jorgensen and Graham for the first four laps of 1986's first National mile, while Shobert moved into fourth place on lap four. Behind the front-runners, a battle for fifth developed between Poovey, Chandler and Parker. Scott, who came off the line in 15th place, set about moving through traffic and making up time.

The narrow-groove track allowed little room for passing in the corners; any rider who slipped off the groove immediately lost two to four positions. As a result, riders played follow-the-leader through the turns, and almost all of the passing was done by drafting on the straights. Both Chandler and Parker drafted by Poovey on the fourth lap, but Parker slipped off the groove in turn four and immediately dropped back two positions when Chandler and Poovey dove underneath.

Shobert moved into third place on lap five as Graham faded, and on lap seven, Jorgensen drafted by Boody to take the lead. Boody repassed Jorgensen on the next lap, while Parker moved into a distant fourth behind Shobert, and Chandler drafted Graham on the backstraight to take over fifth. Both Jorgy and Shobert got around Boody on lap 10, and Shobert put the move on Jorgensen to take the lead on lap 11; the cagey Parker stayed in fourth place, biding his time and saving his tire.

Parker moved into third place on lap 13, and claimed a distant second behind Shobert on lap 14, trailing the champ by a full three seconds. Boody was running third, while Jorgensen had slipped to fourth. Shobert, suffering from a well-worn rear tire, began to slow, and by lap 21 his three-second lead had dropped to three bikelengths. Parker slowly caught the factory Honda rider, and the duo ran wheel-to-wheel down the backstraight on the 23rd lap before Parker blitzed by Shobert to take over a lead he would never relinquish. Boody still held third on lap 23, Carr had moved into fourth, Chandler was running fifth and Scott had moved into sixth. When the checkered flag fell two laps later, Parker held a one-bikelength advantage over Shobert, and Scott had picked off Boody and Carr to move into third. Boody, Carr and Farris crossed the finish line is such a tightly-knit clump that there was discussion after the race as to who had finished where. Boody got the nod for fourth, Carr was awarded fifth and Farris had to settle for sixth.

Three-time National Champion Jay Springsteen qualified for the National, but was forced to sit out the race due to illness.

The hardest-charging rider during the main event had to be Hank Scott, who started 15th and slipped off the groove twice before finally making it into the winner's circle.

"I got my usual good start — second to last," Scott said with a smile. "Once, halfway through turn three, I tried to get underneath Ronnie Jones and he shut the door. I skidded off the groove and almost fell. It happened again later when Carr and Morehead shut the door on me.

"If I would have had just one more lap, I think I could have nailed them," Scott said. "I'm pretty sure I could have nailed Bubba. I don't know about Scott." •

Results

25-LAP NATIONAL: 1. Scott Parker (H-D); 2. Bubba Shobert (Hon); 3. Hank Scott (Hon); 4. Ted Boody (Hon); 5. Chris Carr (H-D); 6. Rodney Farris (Hon); 7. Ricky Graham (Hon); 8. Doug Chandler (Hon); 9. Terry Poovey (Hon); 10. Don Howard (H-D); 11. Sam Sweet (H-D); 12. Ronnie Jones (Hon); 13. Randy Goss (H-D); 14. Steve Morehead (H-D); 15. Alex Jorgensen (Hon); 16. Pete Hames (H-D); 17. Jay Springsteen (H-D).

12-LAP JUNIOR NATIONAL: 1. Brian Bonesteel (H-D); 2. Bryan Villella (Rtx); 3. Eric Sassman (H-D); 4. Ted Taylor (H-D); 5. Mearl Barnett (Hon); 6. Les Washbon (H-D); 7. Frankie Garcia (Hon); 8. Craig Howard (Rtx); 9. Adam Sabedra (Rtx); 10. Eric Green (H-D); 11. Don Roberts (H-D); 12. Bruce Johnson (H-D).

AMA GRAND NATIONAL CHAMPIONSHIP/CAMEL PRO SERIES POINT STANDINGS: 1. Scott Parker (30); 2. Chris Carr (23); 3. Steve Eklund (20); 4. Ted Boody, (18); 5. (TIE) Bubba Shobert/Scott Pearson (16); 7. Terry Poovey (15); 8. Hank Scott (13); 9. Pete Hames (11); 10. Rodney Farris (9); 11. (TIE) Rich King/Ricky Graham (8); 13. (Tie) Steve Morehead/Doug Chandler (7); 15. (TIE) Ricky Green/Don Howard (5); 17. (TIE) Fran Brown/Sammy Sweet (4); 19. (TIE) Aaron Hill/Ronnie Jones (3).

JUNIOR NATIONAL POINT STANDINGS: 1. Eric Sassman (26); 2. Bruce Johnson (23); 3. Brian Bonesteel (20); 4. Frankie Garcia (19); 5. Les Washbon (19); 6. Ted Taylor (17); 7. (TIE) Jon Nunez/Bryan Villella (16); 9. Mearl Barnett (10); 10. Robert Damron (9); 11. P.J. Sanchez (8); 12. (TIE) Jeff Franzenburg/Craig Howard (7); 14. Adam Sabedra 6; 15 (TIE) Garth Mulkey/Eric Green (5); 17. (TIE) Larry Staggs/Don Roberts (4); 19. Brian McDowell.

TEN YEARS AGO

Venezuelan **Johnny Cecotto** beat American **Steve Baker** and Canadian **Yvon DuHamel** to win the Moto Journal 200, an international road race held at the Paul Ricard circuit in the south of France.

The second round of the World 500cc Motocross Championship in France was won by **Adolph Weil** on his Maico after turning in a 1-2 tally. Weil beat **Gerrit Wolsink, H. Schmitz, Willy Bauer** and **Roger DeCoster** in the first moto, but was beaten in the second moto by DeCoster. **Ake Johnson**, Wolsink and **Bengt Aberg** rounded out the top five in the second moto.

Honda's **Marty Smith** and Suzuki's **Gaston Rahier** took turns finishing 1-2 in the Italian round of the World 125cc Motocross Championship. Rahier, who won the opening moto, was awarded the overall as a result of posting the fastest lap.

Kenny Roberts scored his second consecutive Dallas Short Track and 17th career National win as he led a follow-the-leader procession in the third round of the AMA/Camel Pro Series. Roberts led home **Mike Caves, Rick Hocking, Dave Hansen** and **Jim Rawls** in the National after posting the fastest heat race of the night. The Trophy race was won by **Bruce Townsend** with **Jay Springsteen** and **Danny Cartwright** rounding out the top three.

The second round of the AMA 250cc National Motocross Championship was held in Phoenix, Arizona, and when the dust settled **Jimmy Weinert** had scored the overall win on his Kawasaki. Weinert went 1-1 to beat Suzuki teammates **Tony DiStefano** and **Steve Stackable** while maintaining an 11-point lead in the championship chase. The 500cc Support class was won by **Bob Blose** with **Jim O'Neal** and **Gary Murphy** finishing second and third, respectively.

Husqvarna's National Enduro Champion **Dick Burleson** took the overall win at the fourth round of the AMA Two-Day Trial National Enduro Championship Series in Pell City, Alabama. Burleson's overall also gave him the Open class win while **Jack Penton** took the 250cc class and **Tom Penton** won the 200cc division. The 350cc class was won by yet another Penton ridden by **Carl Cranke**.

Kawasaki riders **Gary Nixon, Yvon DuHamel, Martin Carney** and **Ron Pierce** rode through the streets of Long Beach, California, on their road racers as part of a pre-Long Beach Formula One Grand Prix demonstration.

Rick Hocking won the Expert main event at the **Mark Williams** Benefit dirt track in San Jose, California. Hocking beat **Steve Eklund, Mark Smith, Chuck Joyner** and **Gene Romero.** The Junior main event was won by **Scott Pearson**, who beat **Ted Davidson** and **Randy Gibbs.** The Novice final went to **Rick Delacy.** •

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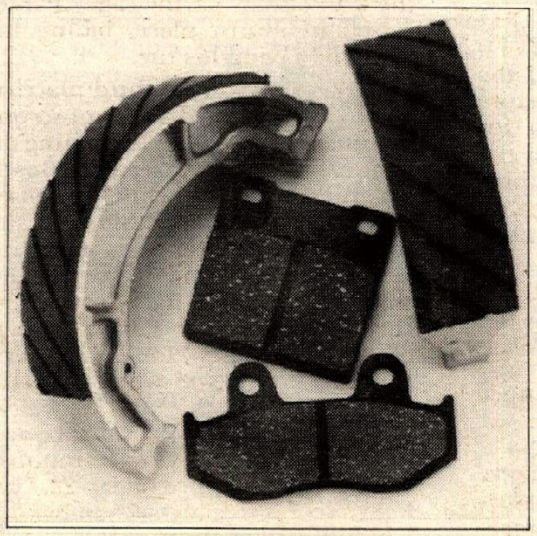

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PHOTOS BY TOM VAN BEVEREN

Husky's Dan Smith continued his domination of the desert in round four of the series in Plaster City.

Charlie Morris, Jr. rode his Husky to fifth overall and first 250cc Expert after a bad start and getting lost with Ashcraft and Smith.

AMA Championship Hare and Hound Series: Round 4

Smith goes three out of four

By Anne and Tom Van Beveren

PLASTER CITY WEST, CA, APR. 6

Team Husky's Dan Smith ran away from the competition in round four of the AMA Championship Hare and Hound Series at Plaster City West — and with only five events left in the championship competition, Smith has opened up a commanding points lead.

"Unbeatable Dan" took the checkered flag with more than a minute to spare in the Las Coyotes National Hare and Hound, hosted by AMA District-38's Tank Slappers M.C., for a total of three wins and a ninth overall in the series.

But the race wasn't all smooth sailing for Smith, as the District-37 superstar had to hold off a strong bid for the lead from Arizona's Number One desert rider, Garth Sweetland, in the early running, and also fight a battle against fatigue after racing to a win in the SCORE Great Mojave 250 held in Lucerne Valley, California the day before.

Smith grabbed the lead on the bomb run and as the trail came out of the sandy wash and under a railway bridge, it was Smith in front, with the hard-charging Sweetland back in fourth.

In typical District-38 style, the first of the race's three loops was a wide-open, sandy course which used sharp turns to keep the riders' attention to check their speed. And with District-38's relatively unraced terrain, the leaders were able to complete the 34-mile expressway course in exactly 34 minutes.

The course was well-marked with ribbon, but with fewer direction arrows than Smith is used to, he overshot a corner and lost the course, allowing Sweetland to break through for the lead, and forcing Smith to eat dust for the second half of the first loop.

The battle for first overall was in full swing as the leaders slid into home check at the end of the first loop, with Sweetland's Husky ahead of Smith by about 100 yards.

Husky's Dan Ashcraft stormed into the pits in third overall only seconds behind, with 250cc-class racers Paul Krause and Charlie Morris Jr., in hot pursuit. In sixth overall the first time through the pits was District 38's Number One Open class rider, Tom Moen (Honda), with District-37's Ron Purvines (Honda) and Nevada's Heavyweight ace Scot Harden close behind.

Also high in the running the first time into the pits were Senior Open Expert rider Richard Jackson, in 10th overall, with the first Vet, Mike "Sizzlin'" Sixbery, running 11th.

The second loop proved to be the most trying for many of the top competitors. Just as they were getting back into stride after their first gas stop, the fluorescent pink course-marking ribbon apparently "disappeared," leaving the five front-runners with nowhere to go.

"I got lost a couple of times — once in the first loop and once in the second," said Smith at the finish. "In the second loop it was right after the pits. Ashcraft, Sweetland, Charlie Morris — we were all out there for about five minutes riding around in circles looking for ribbon. Dan (Ashcraft) spotted the trail first and took off. I took off after him and hit something — what an air shot!"

As the leaders sorted themselves out again in the tougher second loop, Smith stole the lead back from Ashcraft, and as the 30-mile loop drew to a close, the leaders started to space out, with Smith opening up a one-minute lead over Ashcraft, who in turn led Sweetland by another minute.

As the tired, dusty riders came into the pits at the end of the second loop, the clouds opened and the forecasted 60% chance of rain became a reality. The sudden downpour lasted just long enough to smear dusty goggles and cool the riders.

Charlie Morris Jr. led the 250cc class into the second gas stop in fourth overall, with Ron Purvines in the Open class and fellow 250cc-racer Paul Krause hard on his heels. First Vet through the pits after loop two was Sixbery, who had worked up from 11th at the first gas stop to seventh overall, with District-38 Open Expert Steve Walker, in eighth overall, followed by Richard Jackson and Moen.

Also high in the running after loop two was the first 125cc bike,ridden by San Diego's Bruce Taylor, who turned a 45-minute lap in the second loop, just two minutes off the pace set by Smith and Ashcraft. Taylor, who came into the second gas stop in 16th overall, was a full three minutes ahead of the 125cc class' reigning king, Duane Summers (Cagiva), who had lost his early lead after falling back with a flat tire.

The third loop was another 34-miler, and according to one of the Tank Slappers who laid it out, "We ran it through everything we could find out there — mud hills, tight washes, rolling stuff — the works!"

Smith held his lead throughout loop three and sailed in to take the checkered flag before dust from the trailing riders even appeared on the horizon.

"The course was typical of what I expected," Smith said. "It was real fast — that's all they have down here. I think the club did a very good job with what they had to work with."

Being used to District-37's direction arrows, Smith said following a course marked almost solely by ribbon was hard work. "I got lost in the first loop because I was going flat out — I went straight and never saw the turn," he said. "Then I saw some dust going way out to the side, and I thought, 'Wow — that must be the course!' Sweetland got away from me there."

Sweetland stormed across the finish line just one minute behind Smith, with a surprised Ashcraft streaking in right on his tail.

"I got passed about a mile back right in a sandwash," said Ashcraft. "I've never been passed just before the finish before. I never looked back because I thought I was way out in front of anyone else and in the last valley I was just dogging it — I couldn't get into it anymore — and then he came past! I wish I'd known he was there. That'll teach me to slow down!"

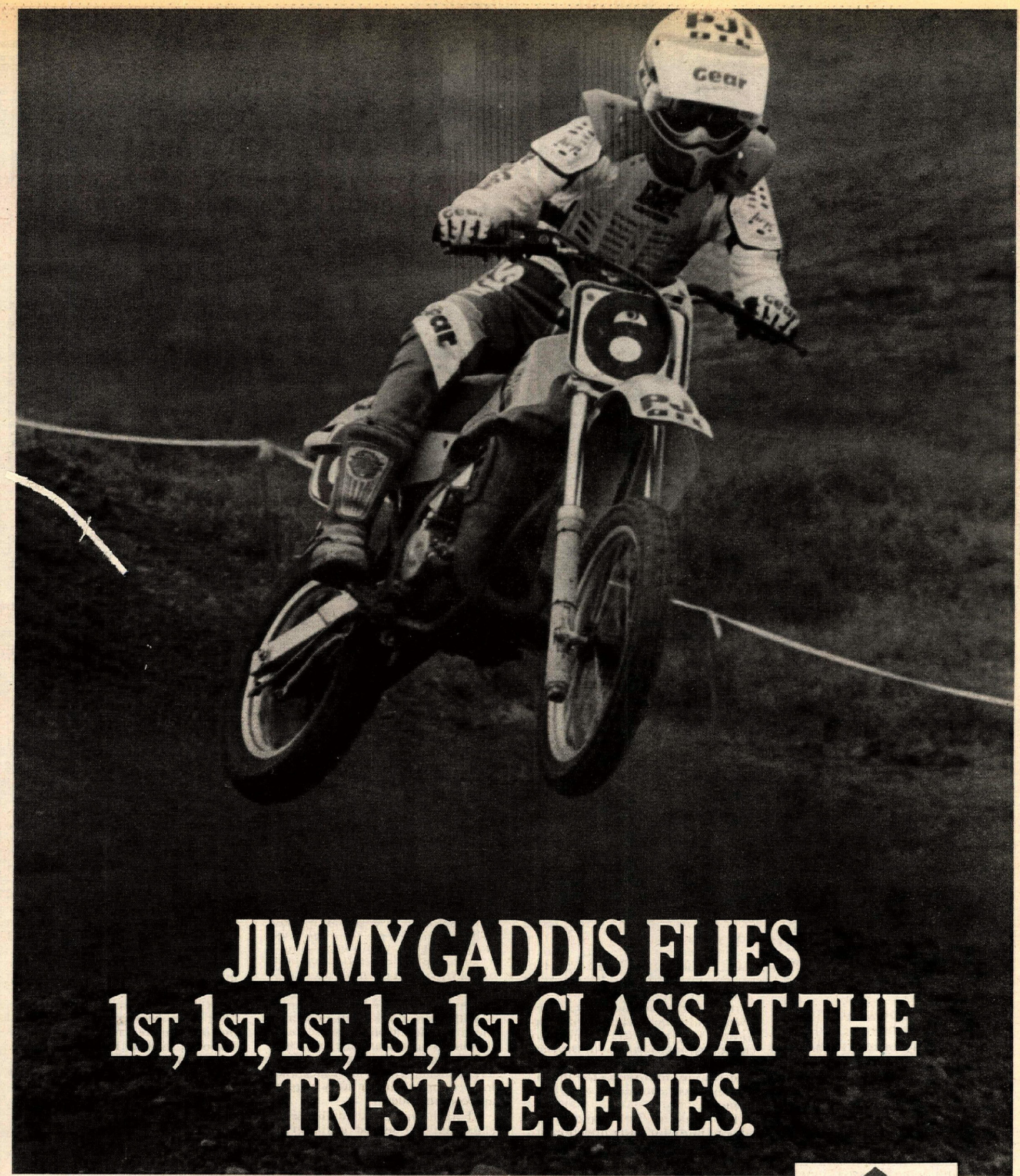
A triumphant Sweetland agreed that he'd stolen second overall with little time to spare.

"About half a mile or a mile back I passed him — he almost got me back, though," said Sweetland. "I was glad to see the finish!"

The Arizona racer, who said this was about his fifth race in the area, said of the course, "It was fast stuff mostly and some of it was whooped out, but they gave us a bit of different stuff too so it was interesting. I had a good race — except for getting lost with everyone else out on the second loop."

The fourth bike across the line,

(Continued to page 34)



JIMMY GADDIS FLIES 1ST, 1ST, 1ST, 1ST, 1ST CLASS AT THE TRI-STATE SERIES.

It was the tale of three cities and six races, as Jimmy Gaddis and his Suzuki RM80 won five of the six races to clinch the NMA/AMA Tri-State Series. Gaddis topped both the Mini Expert Stock and Mini Expert Modified classes with ease.

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PHOTO BY JENNY SCOTT

Riders enter a bottleneck in the Kentucky round of the National Hare Scrambles Series that was won by Can-Am's Geoff Ballard.

AMA National Championship Hare Scrambles Series: Round 4

Ballard scores in Kentucky

By Jenny Scott

CADIZ, KY, APR. 6

Australian Geoff Ballard made up for his near miss in round three by winning round four of the National Hare Scrambles Series. The Can-Am pilot led wire-to-wire to beat Mark Hyde and 250cc class winner Ed Lojak.

"I had a good start and rode consistently, and only making one fuel stop this week helped," Ballard said. "Ed (Lojak) again rode well and had me worried going into the last lap when we were neck and neck. We pushed hard and a few miles into the last lap he hit a tree root and crashed."

Husqvarna's Lojak, who rejoined the race to win the 250cc class, said "Today I had a few problems. I crashed in the first turn pile-up and had to work my way up; on the last lap a root shot me into a tree and I put my knee out. Joe (Lojak) helped me get back on the bike and get going although it took about five minutes."

Hyde rode his Husky 430 Automatic to second overall. "It fired right up though it took a little time to engage, but with the first turn pile-up I was okay because I could ride around it," Hyde said. "Ed and I diced for a good part of the race and I passed him on the last lap after he went down."

The Kentucky Trail Riders Club put on the show and from most of the riders' point of view it was a great success. The only negative comments came about from the warm and humid weather that drained the riders' energy and fluid levels. The course, or courses in this case, was what the riders appreciated. The club had set up an "A" course of 9.1 miles and a shorter seven-mile course for the "B" riders with both tracks coming together before the scoring barrels then separating soon after. "It was great," Ballard said. "There was a lot less traffic for us and I'm sure the B riders enjoyed it more not being hassled by us."

At noon the first wave of 250cc and Open A riders left the line with Ballard, Fritz Kadlec and Bob Bean hitting turn one together. Ballard held a tight inside line while Kadlec and Bean drifted wide and locked together, causing a chaotic first turn pile-up that included Lojak and Kawasaki-mounted Kevin Brown.

By the end of lap one it was still Ballard, who had stretched a lead of 20 seconds over Kerry Wisdon, Hyde, Mike Keen, Tony Hendon and defending champion John Martin. Kadlec had worked back up into eighth with Lojak hitting the barrels one minute and 15 seconds behind Ballard in 14th overall.

By lap two Lojak had worked up to third in class and sixth overall, but he had dropped another 20 seconds behind Ballard. At the halfway mark Ballard refueled with Lojak now second and only 18 seconds behind. The lead changed but only for the distance between the two pits as Lojak refueled and Ballard motored away from the pits with the lead. Hyde was next through, another 16 seconds behind, followed by Michigan's Keen, Wisdon and then Husky's Fred Hoess and Martin; Kadlec was 10th, four minutes and 50 seconds behind the leader.

Yamaha 250 rider Tony Hendon had been forced to change a badly crushed exhaust pipe and the change cost him six minutes. Kevin Brown managed to work his way up to fifth overall after his bad start, but then side swiped a tree that bent his rear disc and put him out of action.

During lap five, Ballard had stretched his lead over Lojak to 50 seconds after the fall that saw Hyde move past Lojak and into second. At the end of lap seven and starting the final lap was where the action got serious. Lojak had charged past Hyde to regain second and both he and Ballard hit the barrels together. "I thought I had a better lead and Ed surprised me," Ballard said. "If anyone, I was expecting Mark. I didn't want a repeat of Tennessee so I gassed it up."

Everyone was tense waiting to see who would emerge from the woods with the lead. Twenty-two minutes later the Australian came out of the woods first, but the shock came when Hyde appeared nearly four minutes later with Lojak eventually coming in after a hard fall another two and a half minutes behind Hyde. It was good enough, however, for the 250cc class win after a hard fought ride for Hyde. After a poor start he showed that with a ride like that he could be the man to beat in 1986.

Fourth place went to a consistent Keen with Wisdon putting in a strong ride for fifth overall and second 250 to beat Can-Am's Martin by a scant three seconds. Next and just another five seconds back was Fritz Kadlec on the 400cc Husky. Scott Summer, on the four-stroke Honda, put it all together to take home first in class and eighth overall to edge out Tom Buckles.

Buckles, who has taken three wins to date, said, "Scott rode a strong, hard race, although this week I haven't been feeling 100%."

Hendon turned some consistently fast laps to bring him back from his early pipe problem to finish ninth overall and third in his class. Rounding out the top 10 was Husky 250 pilot Fred Hoess. "At the end of lap five the heat got to me and I felt like I couldn't get out of first gear," he said. Hoess ended up fourth in the 250cc class.

The 200cc A class was a total Kawasaki dominance with ISDE Gold Medalist Jeff Fredette leading home a troop of Kawasaki riders. Second and third went to Greg Surdyke and Pat Flynn, respectively.

The 125cc A National class was again won by Australian Husky privateer Jeff Dawson, who from lap two took command of the lead that he eventually extended to three and a half minutes by the flag. "It was another tough race," he said. "I was really happy to see Geoff come by and save me doing another lap."

In the Senior class it was Alabama's Terry Meiller who topped the field ahead of Can-Am's John Fero. "We were running a good race when John decided to make a second fuel stop on lap six and I got by him," Meiller said. "On the last lap he tried repassing me and as he was beside me he hit a tree root which threw him directly in front of me. I couldn't miss him and nailed his leg."

Fero remounted to finish a minute down, with Hank Stanklewicz next ahead of Honda rider Jim Ford. After a fifth through the barrels on lap one, Super Senior rider Jeff Smith picked off his competitors Emit Cox, Dave Coombs, and Harry Greenlee to take the lead on the final lap by a one minute margin. ●

Results

OVERALL: 1. Geoff Ballard (C-A); 2. Mark Hyde (Hus); 3. Ed Lojak (Hus); 4. Mike Keen; 5. Kerry Wisdon; 6. John Martin (C-A); 7. Fritz Kadlec (Hus); 8. Scott Summer (Hon); 9. Tony Hendon; 10. Fred Hoess.

OPEN A: 1. Geoff Ballard (C-A); 2. Mark Hyde (Hus); 3. Mike Keen.

250 A: 1. Ed Lojak (Hus); 2. Kerry Wisdon; 3. Tony Hendon.

200 A: 1. Jeff Fredette (Kaw); 2. Greg Surdyke (Kaw); 3. Pat Flynn (Kaw).

125 A: 1. Jeff Dawson (Hus); 2. Tim Carmien; 3. Philip Krey.

4-STRK: 1. Scott Summer (Hon); 2. Tom Buckles; 3. David Lovell.

SR: 1. Terry Meiller; 2. John Fero (C-A); 3. Hank Stanklewicz.

SS: 1. Jeff Smith; 2. Harry Greenlee; 3. Charles Gailbraith.

OPEN B: 1. Mike Forney; 2. Vic Dyer; 3. Jesse Greer.

250 B: 1. Mike Morris; 2. Marty Rittenberry; 3. Kenneth Joyce.

200 B; 1. Patrick Smith; 2. Frank Sublette; 3. Doyle Vince Perry.

HEAVY TRAIL RIDERS: 1. Gene Thurman; 2. Jerry Perry; 3. Rod Thurley.

LIGHT TRAIL RIDERS: 1. Geard Little John; 2. Phil Colgan; 3. Dave Stallings.

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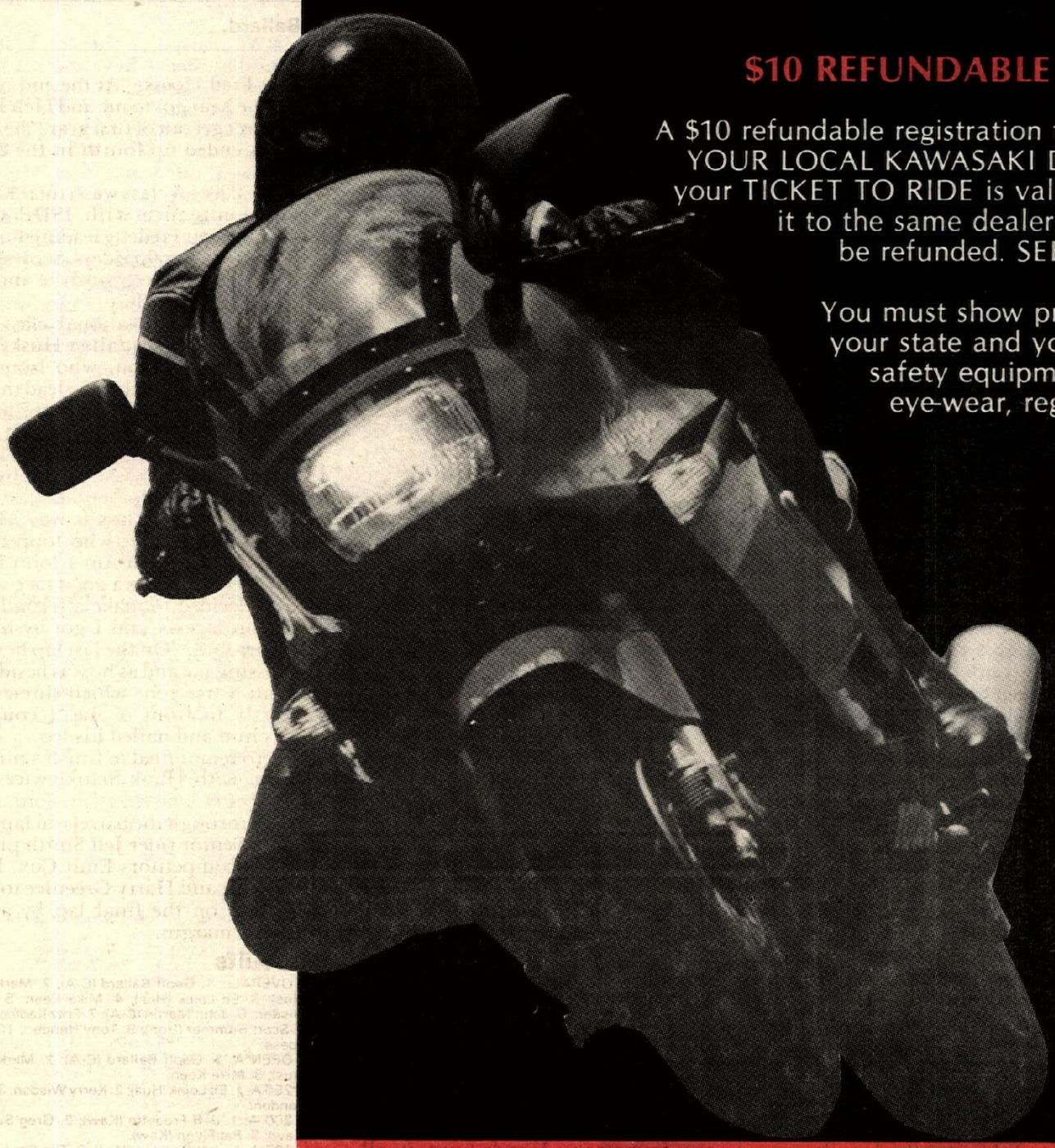

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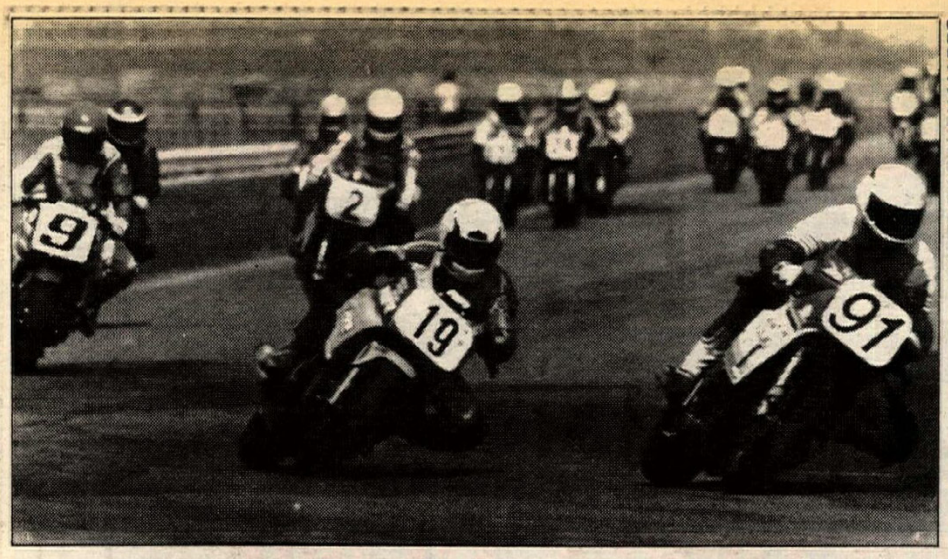

PHOTO BY RANDY MARRS

Cobare Racing's Roy Hare (91) leads North Shore Racing's Gary Gibson (19), Quester Racing's Mike Harlow (9), and Lockhart's Wendell Phillips (2). Phillips teamed with Lynn Miller to give Lockhart the win.

AMA/MotoWorld U.S. Endurance Series: Round 2

Team Lockhart on top at SLIR

By Randy Marrs

ST. LOUIS, MO, APR. 5-6

Team Lockhart's Wendell Phillips and Lynn Miller debuted their new GSXR1100 Suzuki with a win in a trouble-free race taking Round 2 of the AMA/MotoWorld 500 U.S. Endurance Series at St. Louis International Raceway. The pair covered 200 laps (440 miles) around the 2.2-mile course, beating second-place High Tech Racing by eight laps. Third overall and first in GTU went to Sunset Beach, California's Team Sunset.

After finishing second in 1985 point standings, Team Lockhart's Wendell Phillips surprised his fellow endurance series competitors with the signing of Lynn Miller as his teammate. Miller spent the past five years riding for now-defunct former champions Team Ontario. Signing as crew chief for Lockhart is ex-Ontario crew chief Keith Perry; crew member Jeff Herzog returns to Lockhart. "I've always wanted to ride with Lynn and have Keith tuning and now that we have this new 1100, I really feel like we can take the championship" said Phillips. Lockhart was not the only one to spring some surprises.

The 1985 National Champions, Dr. John's Team Moto-Guzzi, have added AMA F-1 and F-2 veteran Doug Brauneck to the team, filling the void left by Nick Phillips, who left the Guzzi team. Brauneck will be doing most of the rounds this year for Dr. John's and filled in for Dr. John's regular, Gregg Smrz, who had to miss the St. Louis round. "With Doug joining Gregg and Larry (Shorts) I feel like we will have a well-rounded attack this year. In just one year this series has become a lot more competitive and I don't really think anyone is going to win four rounds this year," said Wittner.

A new face on Quester-Sullivan Racing is Dale Burroughs, who rode with Team Lockhart in 1985. Burroughs joins regular members Mike Harlow and Bob Voorhees. Todd Brubaker, third in 1985 AMA Superbike standings, joined GTU contenders Team Sunset to fill in for an injured Walter Nitto, adding to an already tough team.

A major change in the format of the AMA endurance series now has the races going either 500 miles or 500 kilometers at various rounds.

Friday's practice session had several teams on hand getting the track dialed in. Shorts and Brauneck were learning the track as Dr. John's passed the St. Louis round last year. The LeMans sported a new full fairing and Wittner had helped shed some 30 pounds off the Guzzi's weight. "With the fairing, our cylinder head temperature is down about 25° and the oil temperature has gone down about 12° from last year," said Wittner. "My dad is a retired aero-engineer and did all the fairing work on the bike."

With 38 teams on hand for the 11:30 a.m. start the race would run 500 miles or until 5:30 p.m., whichever came first. Eight of last year's top 10 finishers in points were on hand with the exception of GTU National Champions Double Down Racing, who passed this round up due to team captain Henry Tecza suffering a broken ankle. At the drop of the green the New Haven Suzuki/Spectro/Street & Competition Cycle/Diamond GSXR1100 ridden by "Revvin'" Kevin Rentzell took the lead followed by Phoenix winners Ed Key and Gary Gibson on the North Shore Racing Yamaha FZ750, the Cobare Racing GSXR750 of Roy Hare and Cathleen Coburn, Lockhart, Quester-Sullivan, the Team Edelweiss FZ750 entry for John Stephens, Scott Chaytor, and Kirk Delaitte in sixth, and Dr. John's in seventh. Rentzell and Gibson began to pull away from the pack as the race started to settle down for the distance.

By lap 11, Phillips moved the Lockhart Racing/U.S. Suzuki Motor Corp./Dunlop/Performance Machine/Shoei/Cam-2/RK GSX1100 into third.

Rentzell set a blistering pace on the Forbes DuGuid-tuned 1100, cutting 42's. On lap 16, as the front two entered turn one, Gibson grabbed a handful of brakes, didn't find any and crashed. "The vent hose on my gas tank case came unsecured and worked its way under the brake lever," said Gibson. "I hit the brakes and nothing, I hit them again, still nothing, and finally grabbed a handful and just went down." The battle for GTU had five teams in the hunt with the Team Sunset Champion Moriwaki/Dunlop/Shoei/ND/Spector/RK/Fox Racing/Comfort Inns/Lockhart Racing/Cal-Fab 600 Kawasaki Ninja being ridden by Brubaker, Peter Carroll, and Terry Statum leading the Paul Miles and Brian O'Shea Team New Haven Kawasaki and the Team VISA Buzz's Psycle/Yokohama Tires FJ600 of Bob Green, Steve Tully, and Gary Griffith by just a few seconds.

Just as the first hour wound to a close, the Cam-2/Nolan Helmets/Dunlop/Ohlins/Spectro/Super-Trapp FZ750 of Quester-Sullivan Racing with Harlow at the controls approached turn one just as a rider was exiting the pits; the exiting rider ran wide into Harlow's racing line, forcing Harlow down; Harlow sustained bruises and several broken bones.

Team New Haven Suzuki, with Edgar Hinton III now riding, continued to lead Lockhart and the Dr. John's Moto-Guzzi North America/Koni/Mobil Oil/Bell/Hella/Raceco/Quadrifoglio/Le Coq Sportif LeMans moved into third at the end of the first hour with the front three on the same lap. GTU continued to be close with Team Sunset and New Haven Kawasaki leading three other teams on the same lap. The standings at the end of the second hour remained unchanged with the exception of the Dr. John's Guzzi going down in turn five. As the second hour was coming to a close Shorts, who had taken over for Brauneck, lost the front end and crashed. "I just lost the front end. It was my fault, I guess I was trying to go a little too fast," said Shorts. The Guzzi sustained minimal damage but was down seven laps to the leaders at the end of the second hour.

New Haven Suzuki continued to lead Lockhart with the Cobare Racing/Castrol/Lyte Rapid Transit/Hindle Racing GSXR moving back to third as the halfway mark neared, with Team Sunset and New Haven Kawasaki still battling for the GTU lead and leading Team VISA by a lap. After dropping to 19th place after the crash, Dr. John's have moved back up to sixth after 264 miles of racing. Both the Lockhart Suzuki and the New Haven Suzuki were virtually stock, with the Lockhart Suzuki having the advantage of a bigger fuel tank, causing New Haven to give up two pit stops to the California-based team, but still maintaining a lead anywhere from 10 to 30 seconds over Lockhart. "The bike is dead stock except for pipes, carbs, wheels, and a couple other things, after this race we'll tear it down and blueprint it and start looking for a few more horsepower but still keeping it reliable," said Perry.

With the race in the final stages, New Haven Suzuki continued to maintain a slight lead on Lockhart, fluctuating between 20 or so seconds due to pits stops. With Rentzell aboard, the bike didn't come around and was located in turn six. DuGuid and crew retrieved the disabled Suzuki and brought it back to the pits. "We thought it was a rocker arm, but it seized," said Rentzell. "We put 2.5 quarts of oil in but it's all done for today." Cobare Racing moved into second and Team Sunset moved into third overall, finally putting a lap on rival, New Haven Kawasaki.

SLIR's tight track is suited to smaller bikes with two GTU teams in the top five. At the checkered flag it was Lockhart, High Tech Racing's Yamaha FZ750 ridden by Larry Jeurink and Dave Lubberts, Sunset third overall and first in GTU, New Haven Kawasaki fourth and second in GTU, Team Edelweiss on their Edelweiss Kawasaki and Yamaha/Higher Roller Racing/Dyno-Jet Research FZ750 and the Cobare Racing Suzuki dropping to sixth.

"I haven't been on a bike in five months and thought I might be a little rusty. This bike handles so different from the Honda. If we could have geared it a little lower we would have been a lot faster; 750s will pull us out of the turns," said Miller. "We came here for a shakedown. I just put 500 miles on the bike to break it in and we only started working on it 10 days ago. This is a great track for 750s and not really suited for 1100s," added Phillips. "I really would like to thank Rob Sanders at U.S. Suzuki for this bike."

"We really like this track, it sure would be nice to have another horsepower. We came early for the practice and it helped," said Team Sunset's Peter Carroll after their GTU win.

Saturday's MotoWorld 500 was followed on Sunday by Mid-West region sprints. Garry Griffith, Gary Gibson, and Ed Key were the big winners for the day with Griffith winning his second consecutive AMA Championship Cup Series F-2 race. Griffith led the entire race until the last lap, when Gibson passed Griffith in turn one; but Griffith used slower traffic to his advantage to repass Gibson and take the win.

Key won Unlimited Superbike along with taking second places in Heavyweight Superbike and F-1 and added a third in F-2. Gibson won Heavyweight Superbike with seconds in F-2 and Unlimited Superbike and took a third in F-1. ●

Results

ENDURANCE OVERALL: 1. Team Lockhart (Suz); 2. High Tech Racing (Yam); 3. Team Sunset (Kaw)j; 4. Bridgeport Kawasaki (Kaw); 5. Risque Racing (Hon); 6. Team Edelweiss (Yam); 7. Cobare Racing (Suz); 8. Dr. John's Team Moto-Guzzi (M-G); 9. Team VISA (Yam); 10. Too Tyred Racing (Yam); 11. K.O.P. Racing (Yam); 12. Backroad Bandits (Suz); 13. Johnson & Wood Racing (Yam); 14. Team Wise Guys (Yam); 15. To Be Changed Racing (Yam); 16. T.R.C. Racing (Yam); 17. Yancy Racing (Suz); 18. Team Tapscott (Yam); 19. Team Rose (Yam); 20. Second City Racing (Yam).

ENDURANCE GTO: 1. Team Lockhart; 2. High Tech Racing; 3. Risque Racing.

SPRINTS

SUPERTWINS EX: 1. Charles Lang (Duc); 2. Alex Bub (H-D); 3. Robert Marquardt (Nor).

SUPERTWINS NOV: 1. Dan Targonski (Hon); 2. Doug Kirk (Duc); 3. Paul Morsch (H-D).

F-TWINS EX: 1. Charles Lang (Duc); 2. Alex Bub (H-D); 3. Bill Shea (M-D).

F-TWINS NOV: 1. Dan Targonski (Hon); 2. Doug Kirk (Duc).

RZ CHALLENGE EX: 1. Mike Treadway (Yam); 2. Dan Clemens (Yam); 3. Paul Noble (Yam).

RZ CHALLENGE NOV: 1. John Copeland (Yam); 2. Dan Beranek (Yam); 3. Mike Mcatee (Yam).

UNLTD SUPERBIKE EX: 1. Ed Key (Yam); 2. Gary Gibson (Yam); 3. Tommy Sloan (Yam).

UNLTD SUPERBIKE NOV: 1. Larry Jeurink (Yam); 2. Mark Oldham (Yam); 3. Randy Milford (Yam).

HVYWT SUPERBIKE EX: 1. Gary Gibson (Yam); 2. Ed Key (Yam); 3. Roy Hare (Suz).

HVYWT SUPERBIKE NOV: 1. Larry Jeurink (Yam); 2. Randy Milford (Yam); 3. Mark Oldham (Yam).

MIDDLEWT SUPERBIKE EX: 1. Kevin Rentzell (Yam); 2. Jim Sherrill (Yam); 3. Kurt Hall (Hon).

MIDDLEWT SUPERBIKE NOV: 1. Tony Gracey (Yam); 2. Randy Milford (Yam); 3. Jed Kimla (Kaw).

LTWT SUPERBIKE 1 EX: 1. Charles Lang (Duc); 2. Robert Marquardt (Hon); 3. Dan Hayes (Hon).

LTWT SUPERBIKE 1 NOV: 1. Robert Tapscott (Hon); 2. Tim Seebold (Kaw); 3. Dan Targonski (Hon).

LTWT SUPERBIKE 11 EX: 1. Kurt Hall (Hon); 2. Mike Treadway (Yam); 3. Dan Clemens (Yam).

LTWT SUPERBIKE 11 EX: 1. Dan Beranek (Yam); 2. Robert Tapscott (Hon); 3. Tim Seebold (Kaw).

F-1 EX: 1. Roy Hare (Suz); 2. Ed Key (Hon); 3. Gary Gibson (Hon).

F-2 EX: 1. Garry Griffith (Yam); 2. Gary Gibson (Hon); 3. Ed Key (Hon).

F-2 NOV: 1. Randy Milford (Yam); 2. Jed Kilma (Kaw); 3. Doug Kidd (Kaw).

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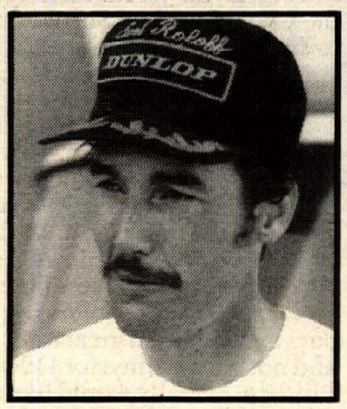

#2 KAWASAKI
EARL ROLOFF
Spring Valley, CA
33 POINTS
- Winner of Formula USA event #1 on Feb. 23 on Ninja 1000 called "The Eliminator"
- Finished 3rd at Formula USA event #2 on March 23

"We're just riding hard; that's all we ever do."

#22 YAMAHA
JIM VREEKE
Simi Valley, CA
27 POINTS
- Runner-up of Formula USA event #1 on Feb. 23
- Finished 4th at Formula USA event #2 on March 23
- Riding Kerker Yamaha FZ750

#57 SUZUKI
SCOTT GRAY
Santa Rosa, CA
27 POINTS
- Runner-up of Formula USA event #2 on March 23 riding a Yoshimura Suzuki

#33 SUZUKI
DOUG TOLAND
Buena Park, CA
20 POINTS
- Winner of Formula USA event #2 on March 23
- Vance & Hines sponsored

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The contestants, ready for a dragstrip shootout: Honda VFR750F, Suzuki GSXR750, Yamaha FZ750. They're all high-performance 750s.

Dragstrip comparison: Honda VFR750F vs. Suzuki GSXR750 vs. Yamaha FZ750

Street bike showdown

By John Ulrich

There are now three Japanese manufacturers in the high-performance, sporting 750cc sweepstakes. In modified Superbike trim, the Honda VFR750F, the Suzuki GSXR750 and the Yamaha FZ750 are close, although Eddie Lawson's Yamaha and Wayne Rainey's Honda had some top speed and taller-gear acceleration on Kevin Schwantz's Yoshimura Suzuki in the 1986 Daytona 200.

In Stock Production-class road racing, Suzuki GSXR750s are cleaning up, largely due to the fact that most of the best riders ride GSXRs so they can win the serious contingency money posted by Suzuki. There are still a few riders remaining competitive on FZ750s in different parts of the country, but they're at a disadvantage. The Honda hasn't been readily available long enough to judge its impact. And the winning Stock Production race bikes typically have aftermarket shock absorbers, re-jetted carburetors, advanced ignition timing, engines bored 1mm oversize with racing valve jobs and basic blueprinting; they are, simply, tuned to the limit of the rulebook.

Then there's the dragstrip. Yamaha and Honda have both hired Jay Gleason and made forays to the country's fastest dragstrip, Baylands Raceway Park in Fremont, California, in search of numbers entitling first the FZ750, and now the VFR750F, to be billed as "the fastest and quickest 750cc street bike." When Yamaha did it, Gleason's best run on the FZ750 was 10.87 second elapsed time with a terminal speed of 124.13. When Honda did it months later, Gleason went 10.84 sec. at 125.17 mph. (Gleason hasn't ridden a Suzuki GSXR750 at Fremont).

When Yamaha or Honda go to the dragstrip with Gleason, they aren't fooling around. The bikes are as good as they can be. Mechanics are in attendance. Gleason is the quickest and fastest stock-bike pilot in the known world, and he's also relatively light, weighing 130 pounds in street clothes. And it's difficult to make a direct comparison because dragstrip conditions can vary from day-to-day, and conditions such as available traction and air density affect time and terminal speed.

But what about stock motorcycles, as in the kind sitting on dealership floors around the country, without special preparation, without a squad of mechanics hovering about, ridden by a 145-pound pilot, each at the same dragstrip on the same day?

That's what we wanted to know when we went to Los Angeles County Raceway near Palmdale, California with one each 1986 Honda VFR750F, Yamaha FZ750 and Suzuki GSXR750. The track, located in the high desert, is at 2500 feet elevation. It typically has excellent traction, but the air is thinner than the air at sea level. For that reason, the NHRA has developed correction factors for use in determining official records. According to theory, multiplying elapsed time and terminal speed from LACR by the correction factors (.9679 for elapsed time, 1.0339 for terminal speed) bring the figures into line with figures achieved at dragstrips at sea level.

The bikes we used were stock production motorcycles, without special set-up or attention. We ran them with stock air pressure in the tires, with the rearview mirrors attached, with the suspension settings at the standard positions. All three bikes carried about two gallons of gasoline when we started our runs.

For background information, we weighed each machine on a certified scale, with a full tank of gas. The Honda VFR750F weighed 508 pounds, compared to 469 for the Suzuki GSXR750 and 529 pounds for the Yamaha FZ750.

The Honda is a four-valves-per-cylinder, DOHC, water-cooled V-four in an aluminum frame. The Suzuki is a four-valves-per-cylinder, DOHC, oil-cooled inline-four in an aluminum frame. The Yamaha is a five-valves-per-cylinder, DOHC, water-cooled inline-four in a steel frame.

I started with the Honda, and it immediately became apparent that the Honda makes a lot of power and has a very narrow clutch engagement point, making it difficult to leave the line smoothly. The clutch is basically in or out during hard launches; typically, the engine bogged or the bike hooked up and wheelied as the clutch snapped into full engagement despite my best efforts to avoid that. This is nothing new. The 1984 Honda VF1000F made a lot of power and had an on/off clutch, also, and it was hard to launch at the dragstrip, too. Now, the 1986 Honda VFR750 is the same way.

In 12 passes (made in sets of three with cool-off time in between sets), the Honda's best uncorrected run (as seen on the dragstrip timing equipment) was 11.46 sec. at 119.36 mph, on the ninth run. The Honda made six of the 12 runs at 119 mph and reached 120 on one pass. The rest of the passes were 118s and a single 116 when I missed a shift.

I never could achieve the ideal launch — full throttle, at redline, smoothly and quickly engaging the clutch — with the Honda. Its grabby clutch remained an irritant to the end.

The Yamaha's clutch is much better, but the Yamaha obviously doesn't make as much power as the Honda, and it's also heavier. I got several close-to-perfect passes out of the Yamaha, the best uncorrected run being 11.51 sec. at 117.49 on the ninth pass. Most of the Yamaha's runs produced terminal speed of 116 mph, with only two passes in the 117s; two were 115s and one was 111 with a missed shift.

The Suzuki's clutch is slightly better than the Yamaha's, and the combination of the excellent, controllable clutch action and the lightest weight of the three made it easy for me to consistently launch at full throttle at redline; the bike left the line hard and stayed flat without any wheelie problem. The Suzuki's best uncorrected time was 11.44 sec. at 117.18, on the sixth pass. The Suzuki made four of 12 passes at 117 mph, with two passes each at 116, 115 and 114. The fastest passes came in the middle runs, six, seven, eight and nine. In the last set, the Suzuki ran slower, incdicating that it was getting hot and wasn't cooling off as quickly as the other two machines.

Applying the NHRA correction factors gives us 11.09 sec. at 123.41 for the Honda, 11.14 sec. at 121.47 for the Yamaha, and 11.07 sec. at 121.15 mph for the Suzuki.

Looking at terminal speeds, the Honda makes the most power, but its elapsed time is hurt by a grabby clutch. The Yamaha and the Suzuki make about the same power, but the Suzuki has the advantage due to lighter weight.

In stock-class road racing, the Honda should have a power and acceleration advantage, but that advantage may be offset by the Suzuki's lighter weight and other handling factors. Riders of Yamaha FZ750s should, theoretically, have to ride harder to compete with equal riders on Hondas and Suzukis. But to know for sure, it will take a race track test, and that's another story. Obviously, none of this takes into account streetability, comfort, gas mileage, etc.

For that, stay tuned.

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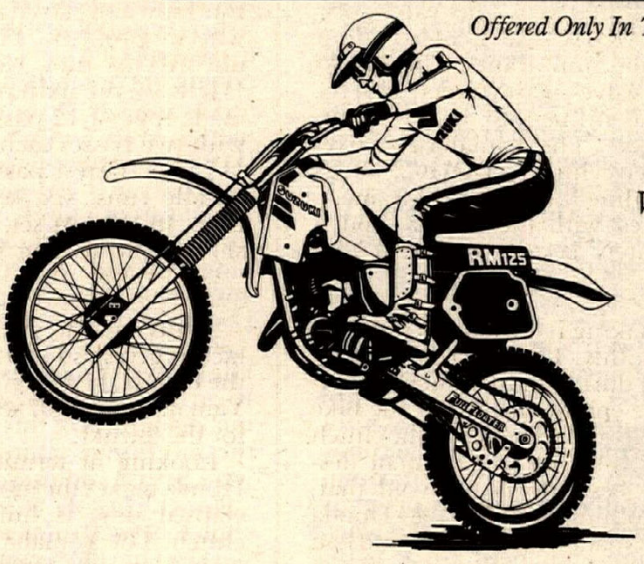

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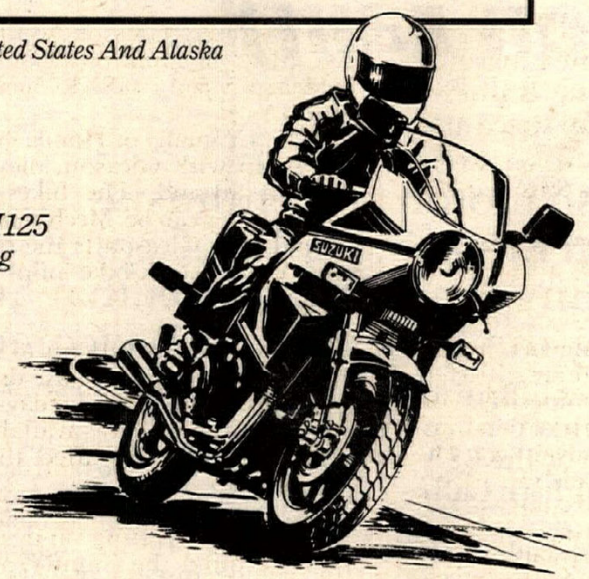

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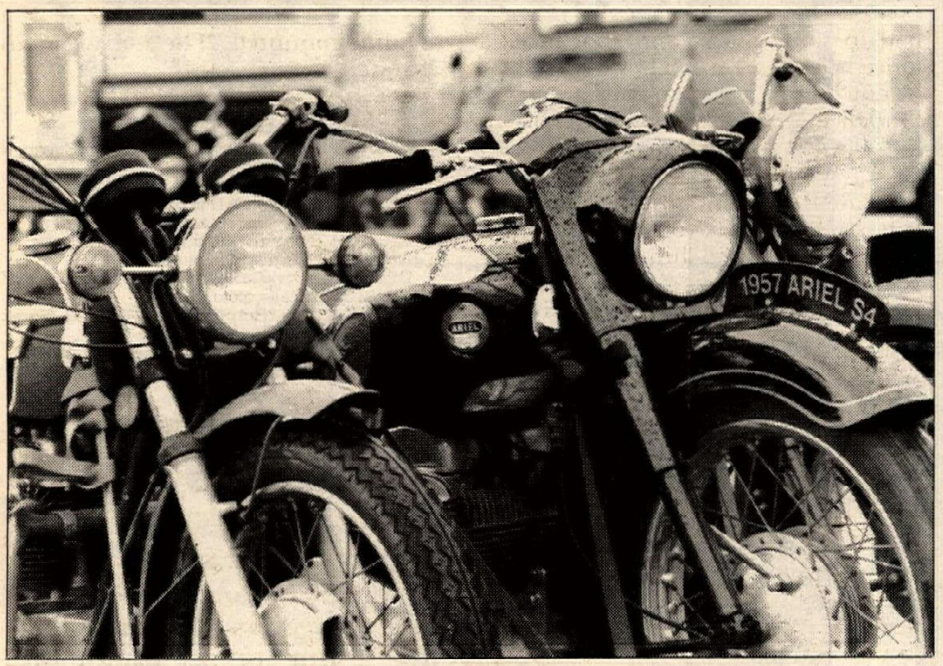
PHOTOS BY ROBERT MARICH

This year's ride was held in cool, foggy, overcast and rainy weather, but it didn't dampen the British bike enthusiasts' spirits.

(Above) A Matchless awaits its rider for the All-British Motorcycle Run. (Below) Classic English bikes like this 1957 Ariel were on hand.



2nd Annual BSA Owners' Club Run:

Hail Brittania (not to mention rain)

By Robert Marich

CASTAIC, CA, APR. 6

For the British motorcycle enthusiast, it was quintessential English weather. Cool. Foggy. Overcast. Rainy. And don't forget that burst of hail along the back stretch. Welcome to the second annual All-British Motorcycle Run held near Los Angeles and hosted by the BSA Owners Club of Southern California.

Die-hard Limey bike enthusiasts didn't let the fast-accumulating precipitation dampen their spirits too much. In jolly good British fashion, they muddled through riding the cream of the now-defunct British motorcycle industry. The emblems on their motorcycle tanks carried such names as Matchless, Royal Enfield, Triumph, Norton, Ariel, BSA and Velocette.

In the 1940s, 1950s and 1960s, these British imports were America's most popular makes. But they went the way of dinosaurs for a variety of reasons, some of which were apparent at the all-British motorcycle bash.

There's the saga of Mike Cook, age 41, who took three days to ride a 1966 vintage BSA Hornet some 700 miles from his home in a small town in northern California near the Oregon border. He wasn't too far from home when the main jet of the carburetor on the 650cc twin-cylinder motorcycle rattled loose. He was fortunate to find it and reinstall it in what was an impromptu break at the side of the road.

"I'm happy nothing else rattled off," shrugged Cook, who drives a logging truck for a living.

British motorcycles are rather like self-propelled vibrators because of the shaking emanating from their big-bore single and twin-cylinder motors. They are famous for spotting garage floors with oil that seeps ever so slowly from their engines. Their reliability is also spotty. They don't always start as they should.

The design-inherent tendency to rattle makes for many of those reliability problems as Mike Hamm, who rode a BSA to the event, can testify. The gear shift lever of his 650cc twin vibrated off while Hamm plied the freeways at steady speeds that did not require shifting. So when he was about to exit the freeway, it was no go for downshifting.

"It just walked itself off the shaft," said Hamm, 30, a telephone company worker from Anaheim, a Los Angeles suburb. "Where it fell off, I don't know. It's laying on the freeway back there someplace."

But with every dark cloud of the British motorcycle comes a counterbalancing silver lining. Hamm was able to participate in the all-British run because he fit his motorcycle with a spare lever borrowed from another rider who trailered motorcycles, tools and parts to the event. Was it Hamm's unbelievable good fortune to find someone with the exact, same 17-year-old motorcycle model? Fat chance.

"Parts off one British bike fit all the others," winked Hamm. "That's the nice thing about these old bikes."

Besides the ability to interchange parts between models and, in some cases, different British makes, the classic English motorcycle is built to be rebuildable.

And when the refitting is done, the die-hard British enthusiast insists that the product is a redoubtable steed indeed. A classic British 650 twin weighs in at a petite 360 pounds, which is a good 40 to 80 pounds less than the four-cylinder road rockets of today with about the same displacement. The result, claim the British enthusiasts, is a motorcycle that is far nimbler in turns and twists of treacherous curved roads.

"I've got friends with Japanese bikes who have ridden my (750cc Triumph twin) Bonneville and they can't believe how easily it corners," said Bob Wetzel, 34, a quality control manufacturing engineer from Whittier, California, who was on the run.

Some may argue the point, countering it really depends on precisely what models are compared. But when acceleration and speed are at issue, there is no argument. Today's motorcycles are clearly superior. They can make a BSA or Triumph seem like Granny with a cane on a stretch of open highway.

The all-British run traversed roads that favored agility over brute force. Riders gathered in the San Gabriel Mountains about 50 miles north of Los Angeles. The starting/finishing point was a truck stop parking lot along Interstate 5, the main road between Los Angeles and Bakersfield in central California.

From the start/finish that is 1150 feet above sea level, riders left in small groups to cover an 80-mile course that snaked through valleys in the shadow of mountain peaks looming as high as 6000 feet. At some points, the road straddled the tops of ridges at elevations of 3000 feet. The peaks and valleys were green with foliage that sprung to life in what is southern California's rainy winter season.

And rain it did. Showers started the day before. The morning of the run, the skies became a deceptive partly cloudy. As riders started the 80-mile course, the sun peaked through causing the moisture on roads to mist in places. Midway through the event, a moderate rain began falling that continued on-and-off for the rest of the day.

The end of the ride was punctuated by an outburst of hail that was, mercifully, limited to very small stones. Despite the water-torture treatment, participants seemed to thrive in the adversity. In southern California where mild weather spoils the inhabitants, a showing of 55 riders was respectable, although down from the 110 of a year ago, the inaugural event, and far short of the organizers' expectation of 200.

"Anybody who saw that rain when they woke up this morning probably wouldn't have come . . . if they had any sense," joked Dave Destler, publisher/editor of British Car and Bike, a new quarterly magazine. Destler donated prizes raffled at the event.

The course brushed some landmarks. At its midway point, the ride skirted the Antelope Valley that is on the fringe of the Mojave Desert. This is the heart of "The Right Stuff" territory. It's home of Edwards Air Force Base where the Space Shuttle lands, and sprawling aerospace plants of Lockheed, Northrop and Rockwell.

Part of the last leg was on county Highway 2 that locals call Fault Line Road . . . as in San Andreas Earthquake Fault. (On this particular day, the only thing shakin' along the fault were British motorcycles.)

For the last 25 miles, riders had a choice between flat and wide Interstate 5, or the unmaintained Old Ridge Route. About 10 hearty riders braved the Ridge Route, which is an abandoned narrow road that, in stretches, is gravel and dirt. The rain made the dirt portion a muddy quagmire.

"The road has no shoulders, so if you get over to the side you could fall over the edge" down cliffs, said Sam Townsend, who braved the nefarious Old Ridge Route on a 1971 500cc single-cylinder BSA dual purpose bike.

"I found the best thing to do was get in a rut and just stay there," said

(Continued to page 35)

Atkins smokes 'em at Smoky Mt. MX

By Terry Cook

PIGEON FORGE, TN, APR. 6

Randy Atkins rode away with a smooth win as he bested the best of the competition at Smoky Mt. Motocross Park here Sunday. The action was very intense and a strong field of competitors were on hand to try to take the trophies home. In the 125cc A class, Atkins, on a Kawasaki, outran Scott Grubb on a Cycle World Yamaha.

The race was not without incident when Steve Shinlever on a Yamaha went for it all and ended up crashing over a tall jump. This allowed Clayton Moyers to take over the lead. However, the first moto was won by Grubb. In the second moto, Atkins pulled out an early lead and never looked back to win the overall.

Robbie Campbell won the overall in the 250cc class. In the first moto, Campbell (Yamaha) and Steve Shinlever battled for the holeshot. When the dust cleared on about the fifth jump, and halfway around the track, it was Shinlever holding down a small lead. Brent Cole (Yamaha) and Neal Capps raced for the third position with both riders pulling a wheel on the other across the jumps and turns. That was decided when Capps and his Honda crashed; Cole went on to take third overall.

Grubb, who finished second overall in the 125cc A class, said "The track is in the best condition yet, before you knew it you were running wide open and sailing 60 feet in the air."

Results

PRO CLASS 1ST MOTO: 1. Robert Hunkapillar (Kaw); 2. David Reynolds (Yam); 3. Von Smith (Cag).
PRO CLASS 2ND MOTO: 1. Von Smith (Cag); 2. Mike Goolsby (Kaw); 3. Tom Bratcher (Kaw).
SR MINI: 1. Mike Padgett (Kaw); 2. Ray Boruff (Kaw); 3. Chad Lough (Yam).
JR MINI: 1. Kevin Addair (Yam); 2. Jordan Moneymaker (Kaw); 3. J. J. Allen (Yam).
250: 1. Robbie Campbell (Yam); 2. Steve Shinlever (Yam); 3. Brent Cole (Yam).
ENDURO: 1. Randy Farriss (KTM); 2. Jeff Hensley (Hon); 3. Dana Thorton (Yam).
SR: 1. Bill Lemka (Suz); 2. Randy Wolfe (Yam); 3. Craig Carey (Kaw).
125 A: 1. Randy Atkins (Kaw); 2. Scott Grubb (Yam); 3. Clayton Moyers (Kaw).
125 B: 1. Bill Barton (Kaw); 2. Danny Beck (Kaw); 3. Chris Wilson (Yam).

Peterson pounds Ascot MX

By Mitch Friedman

GARDENA, CA, APR. 2

Team Swolen Activewear's Todd Peterson won four out of four motos to take both the 250 and 500cc Pro overall class wins at the first round of the Continental Motosports Club/Suzuki Spring Classic, also sponsored by Dodge Trucks. Riders had to battle the dust at Ascot Park as the day of the event was hot and windy and the track dry.

In the first 250cc Pro moto, Peterson was beat to the first turn by M-Star-mounted Pete Murray, who led the way for half a lap, until Peterson got by and started to pull away on his Honda. Murray, Rob Trone and "Wild Willie" Surratt were going at it for third spot. The three of them went the entire moto in that order, with Murray holding second place by two bikes over Trone and Surratt. In moto two, Peterson timed the start gate perfectly and beat everyone to turn one. Surratt was second and gaining on Peterson, but went wide in a turn on lap two, leaving Peterson to motor away for the win. Surratt was second with Murray third, and second overall. Surratt earned third in the overall standings.

Peterson took the start of both 500cc motos and never looked back as he went wire-to-wire in each moto for the overall win. Trone and Murray finished second and third overall; all three riders were separated by about two bikelengths in both motos.

Results

60 BEG: 1. Richard Walsh (Kaw); 2. Jeff Willoh (Kaw); 3. Shawn McIntosh (Kaw).
80 BEG DIV 1: 1. Sam Hawley (Kaw); 2. David Jensen (Kaw); 3. Eric Mytys (Suz).
80 BEG DIV 2: 1. Dan Forester (Kaw); 2. Ray McIntosh (Kaw); 3. Jason Breen (Kaw).
80 JR: 1. Donny Fonteyn (Yam); 2. Chris Ridgeway (Kaw).
80 INT: 1. Kevin Byssen (Yam).
80 EXP: 1. Terry Swanson (Yam).
125 BEG DIV 1: 1. Steve Lambert (Kaw); 2. Don Moore (DMC); 3. Brian Kerr (Hon).
125 BEG DIV 2: 1. Robert Kong (Kaw); 2. Mike Keck (Hon); 3. David Lee (Yam).
125 BEG DIV 3: 1. Lyle Thompson (Yam); 2. Roger Hammonds (Suz); 3. Don Forester (Hon).
125 JR DIV 1: 1. David Wodaszewski (Kaw); 2. David Bysh (Hon); 3. Chris Sparks (Kaw).
125 JR DIV 2: 1. David Dye (Hon); 2. Larry Laye (Hon); 3. Guy Deckert (Kaw).
125 INT: 1. Nicky Pounds (Suz); 2. Danny Barnett (Hon); 3. Charlie Brown (Kaw).
125 PRO: 1. Willie Surratt (Hon); 2. Ron Turner (Yam); 3. Tim Rutherford (Kaw).
250 BEG DIV 1: 1. Tom Lyman (Yam); 2. Joe Norkin (Hon); 3. Feriu Villarreal (Hon).
250 BEG DIV 2: 1. Ron Hofer (Kaw); 2. Roy Welch (Hon); 3. Aaron Torres (Suz).
250 BEG DIV 3: 1. Andrew Van Hevren (Kaw); 2. Ronnie Lee (Kaw); 3. Tim Williams (Yam).
250 JR: 1. Guy Deckert (Suz); 2. Jeff Bruce (Hon); 3. Ken Faught (Yam).
250 INT: 1. Chris Boice (Hon); 2. John McGinnis (Hon); 3. Skip Godinez (Kaw).
250 PRO: 1. Todd Peterson (Hon); 2. Pete Murray (M-S); 3. Willie Surratt (Hon).
500 BEG: 1. Patrick McDonough (Hon); 2. Richard Gaselin (Hon); 3. Johnny Delaney (Hon).
500 JR: 1. John Stapleton (Yam); 2. Dewayne Ray (Hon); 3. Jerry Zimmer (Hon).
500 INT: 1. John McGinnis (Hon); 2. Roger Guard (Hon); 3. Greg Pierce (Yam).
500 PRO: 1. Todd Peterson (Hon); 2. Rob Trone (Hon); 3. Pete Murray (M-S).
OT JR: 1. Miclay Robbins (Hon).
VET JR: 1. Brad Sloan (Hon); 2. Louis Sprincer (Yam); 3. Rich Hansen (Hon).
VET INT: 1. Victor Triepke (Yam).
VET MASTER: 1. Rick Johnson (Hon).
VET PRO: 1. Joe Stern (Yam).

Faria takes IMS speedway win

By Scott Daloisio

SAN BERNARDINO, CA, APR. 9

For the second week in a row "Flyin' Mike" Faria pushed his Jawa to a convincing victory in the Scratch main event at John LaDouceur's Inland Motorcycle Speedway. But the most impressive performance of the night went to a 16-year-old rider. Gary Hicks, the youngest rider on the track, scored three relatively easy victories including the main on the Handicap side of the program.

On opening night at IMS, Hicks (Milne Bros. Weslake) took the Second Division main event and looked so good in doing it that he was bumped up to Second Division last Wednesday. In his heat race he came off the 10 and made it look easy for his first win of the night. That prompted officials to set him back 10 yards to make it easier on his competition in the semi. The extra 10 proved no hinderance as he walked away again.

In the main, Hicks was still off the 10 but he had a stellar field behind him including Faria, Alan "Crazy" Christian and Mark Dwyer. Like an old billiards master, Hicks simply seemed to chalk up his cue and do the job once again. Hicks ran a smooth race up front and was never challenged. Denny Scopellite and Rich Sweaney were his closest pursuers at the beginning as they started 10 yards behind the young charger. Hicks ran off from the pack while Sweaney and Scopellite had to deal with backyardage riders Dwyer, Faria and Christian. Faria went for the cushion, but it was Dwyer who made the first impact by getting past Scopellite. Faria and Christian could only advance as far as fourth and fifth while Dwyer took second from Sweaney at the white. Dwyer could advance no farther in the remaining lap and had to settle for second spot a distance behind winner Hicks.

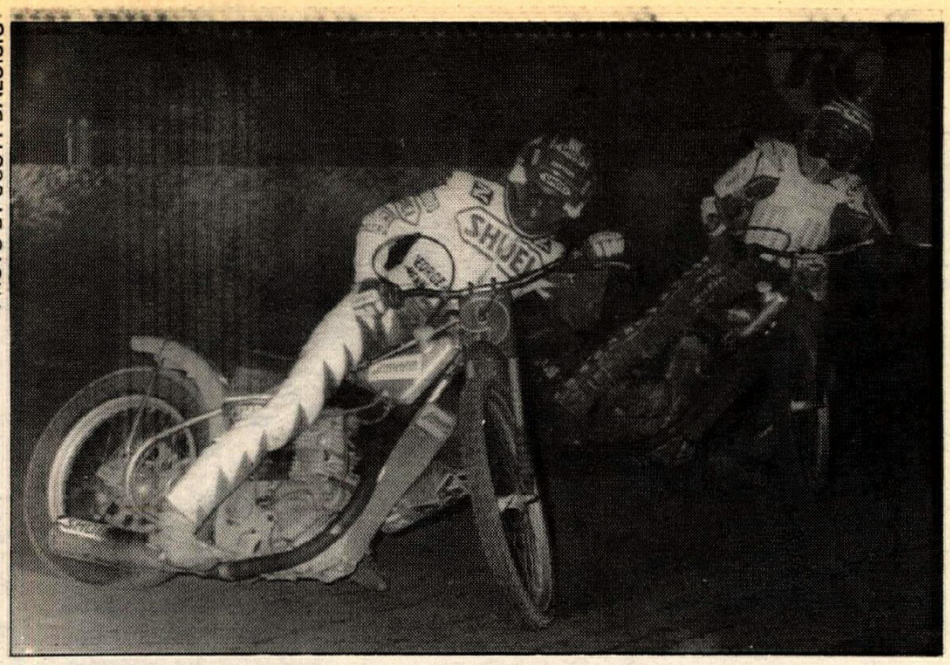


PHOTO BY SCOTT DALOISIO

Scratch main winner Mike Faria leads fourth-place finisher Mark Dwyer at Inland Motorcycle Speedway in San Bernardino, California.

The Scratch main was a Faria (Shoei/J/Oilzall/Oakley/Hi-Point/Kal-Gard/Tsubaki/Cody Products/-George Wenn Jawa) display of speedway talent. Christian broke from the gate slightly ahead of the pack, but Faria rode around him in the first bend. Christian gave chase, but Faria opened it up, leaving Christian, Brad Oxley and John Sandona to battle for the minor placings. While Faria was circling the track, he was getting a standing ovation every lap from his many fans in the third and fourth turns. He finally took the checkered flag for his second Cycle Rider, Inc. win of the year. Christian had a firm grip on second at the finish with Oxley third.

The prettiest ride of the night came from New York's Tuff McBride (R.S. Aviation/Castrol Jawa). McBride, who won a First Division Handicap consi at IMS a few years ago, was placed on the 10 in Second Division. After a pair of red flags, he chased down leader Mark Hately but Hately continually blocked him on the inside. McBride simply went to the outside and rode around Hately and scored a very popular win with the IMS fans.

Bobby Simons (Don & Lori Faulkner Weslake) passed Dave Calais on the last lap to chalk up the IMS Third Division victory.

Results

SCRATCH MAIN: 1. Mike Faria (Jaw); 2. Alan Christian (Wes); 3. Brad Oxley (Wes); 4. John Sandona (GM)
HANDICAP: 1. Gary Hicks (Wes); 2. Mark Dwyer (Wes); 3. Rich Sweaney (Wes); 4. Mike Faria (Jaw); 5. Alan Christian (Wes); 6. Denny Scopellite (Wes)
2ND DIV.: 1. Tuff McBride (Jaw); 2. Mark Hately (Wes); 3. Kevin Krugh (Jaw); 4. Joe Kreisberg (Jaw); 5. Richard Perkins (Wes); 6. Mike Dwyer (Jaw)
3RD DIV.: 1. Bobby Simons (Wes); 2. Dave Calais (Jaw); 3. Jim Clausman (Wes); 4. Ken Berry (Wes); 5. Dana Dumond (Jaw); 6. Kent Bowser (Gdn)

Beaver Valley HS to Marchese

By James Derek

HOOKSTOWN, PA, APR. 6

KTM-mounted Tom Marchese rode to the overall win in the Beaver Valley Hare Scrambles. Husqvarna-mounted Bill Moroz led the first five laps of the race, but then suffered a flat rear tire. Marchese then took the lead, but Moroz repaired the flat and got back in the race. Moroz worked his way back up to fourth in the Expert Trophy class but time ran out and that's where his charge ended.

In the 250cc B class there was a fierce battle for first between Richard Kresic and Charles Cusiec, both Honda-mounted. The nod went to Kresic.

Results

OVERALL: Tom Marchese (KTM).
EX TROPHY: 1. Marchese; 2. Kurt Bowman (KTM); 3. Jeff Barnhart (Hus).
SR A: 1. Jim Wojanis (Yam).
200 B: 1. John Petrilla (Yam); 2. James Shankle (Hon); 3. Mike Bombich (Yam).
250 B: 1. Richard Kresic (Hon); 2. Charls A. Cusiec (Hon); 3. David Molnar (KTM).
OPEN B: 1. Don Cannon (Yam); 2. Patrick Pahl (Hon); 3. Steve Zateyololo (Hus).
4-STRK: 1. Ray Huth (Hon); 2. Kenneth Egzak (KTM); 3. Ray Buechel (Hon).
SR: 1. John Kubli; 2. Wayne George (Yam); 3. Mike Myobak (Hus).

Bromley wins Middleford ST

By Woody Miller

SEAFORD, DE, MAR. 16

While the number of riders was low, there was some real hot racing going on as Middleford Speedway opened its short track season. Pro-Am rider Joe Bromley took the 250cc Expert class, aboard his Bromley Cycles Suzuki. Bromley's win was not an easy one, however, as he had to fend off the advances of Dave Duhaine and Scott Mohan. At the checkers, it was a Suzuki sweep, as Joe's brother Steve, held on to fourth over A.J. Anderson.

In the 250cc Amateur class, Roy Collins went wire-to-wire on his Rehobeth Cycles Suzuki, over Tommy Beale and John Salermo.

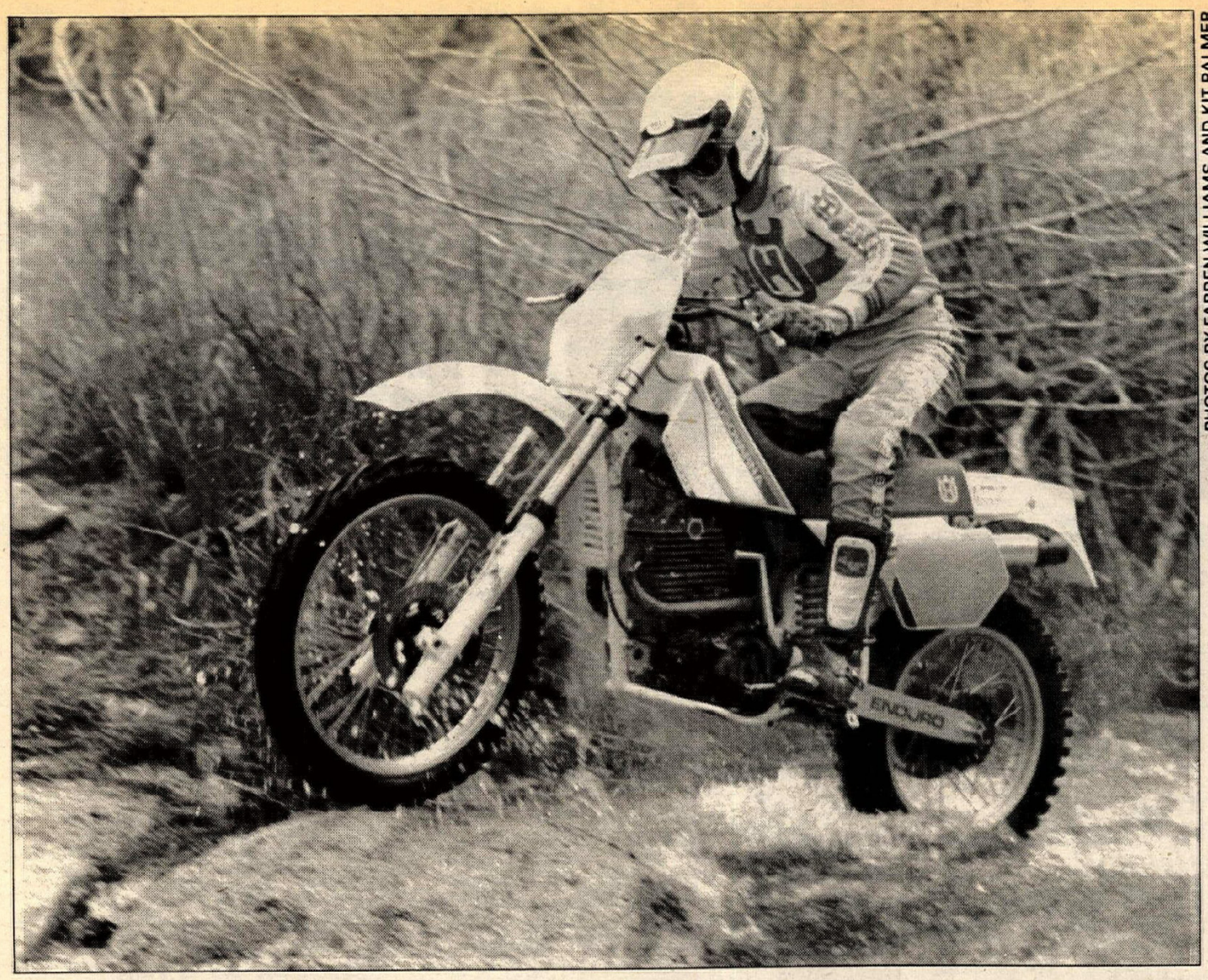
Rick Winsett Jr. got off to a good start as he captured the 50cc class while Georgie Price was the day's only double winner as he won both 80cc A and 125cc A finals over a hard-charging Mike Varnes.

"Fast Eddie" Hidden sailed to the 125cc B win with Jeff Caudill capturing the 200cc B final. Junior rider Eric Sassaman put his Taylor White Racing Rotax over Larry Sweeten and Rob Majeski, with Rookie-Expert Rick Winsett rounding out the top four in the 500cc Expert class. Majeski's finish deserved notice as he blew his motor during Saturday's rainout, drove back to New Jersey and threw in the motor from his trail bike.

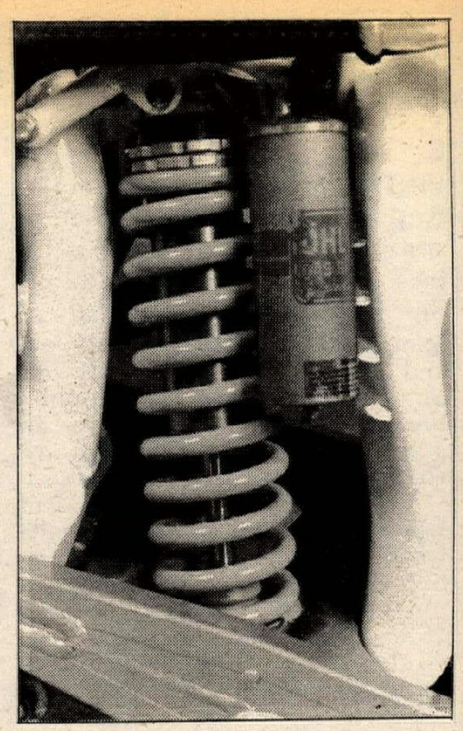
Paul Crumling took the 250cc Pro class over Sassaman who crashed in turn two. •

Results

50 B: 1. Rick Winsett; 2. John Winsett.
80 A: 1. Georgie Price; 2. Mike Varnes.
125 B: 1. Eddie Hidden.
125 A: 1. Georgie Price; 2. Mike Varnes.
200 B: 1. Jeff Caudill.
250 B: 1. Roy Collings; 2. Tom Beale; 3. John Salerno.
250 A: 1. Joe Bromley; 2. Dave Duhaine; 3. Scott Mohan.
500 A: 1. Larry Sweeten; 2. Rob Majeski; 3. Rick Winsett.
250 PRO: 1. Paul Crumling; 2. Eric Sassaman.
500 PRO: 1. Eric Sassaman.



PHOTOS BY FARREN WILLIAMS AND KIT PALMER



A single, Swedish-built Ohlins shock handles the rear suspension.

Rear suspension on the Husky (above) is first-rate, but the forks are too soft. The new 510 (below) is stylish.

Test: 1986 Husqvarna 510 Enduro four-stroke:

Is it worth $823.75 a stroke?

By Kit Palmer

What can be said about an enduro bike that carries a $3295 price tag? How about, *it better be good!* From what we've already seen of this motorcycle, it *could* be — American

Larry Roeseler, riding the new Husky four-stroke Enduro, nabbed a gold medal at the International Six-Days Enduro (ISDE) in Spain; he finished second in class and was top American, while Italian rider Giugliemo Andreini took the class win mounted on another Husky four-stroke. That's impressive, but what does all this mean to you? Is the Husky worth the extra dollars for the local enduro rider, for the weekend play rider or the jack-of-all-trades rider? Or is the Husky strictly for *ultra-serious* enduro competitors like Roeseler and Andreini?

From the outside, the Husky is noticeably changed for 1986. Most obvious is the all-new, white-painted, single downtube, chrome-moly steel frame designed to accept single-shock rear suspension to replace the previously used two shocks. The two Husky-made shocks used last year have been replaced by a single, Swedish-built Ohlins unit with a piggyback reservoir. The rebuildable shock has fully adjustable external compression and rebound damping, and preload adjustments. It's mounted in a near-vertical position and attaches solidly to the frame on the top, and connects to levers and linkages on the bottom, producing 12.2 inches of rear wheel travel. The much larger, stronger and lighter swingarm is now made out of aluminum instead of steel.

Up front, the air-assisted 43mm Husky-made forks grace 10.6 inches of travel with 4.7 inches of trail and 27° rake. Wheels are made out of aluminum alloy with non-straight-pull spokes, and the tires are Metzelers.

A 9.06-inch disc brake with a rubber hose is used up front, while a 6.3-inch drum set-up is used in the rear. Both the rear drive sprocket and drum brake are mounted on the right side of the hub.

Plastic on the Husky is made by Acerbis, and the plastic gas tank holds 2.4 gallons.

The air-cooled, four-valve, overhead cam, 503cc, four-stroke motor is basically the same as last year's, with a new Dell'Orto carburetor and slightly modified cylinder and head. The engine is an unusual design, built to be light, with no oil pump. Instead, the cam chain carries oil up to the cam box; the cam bearings and lobes are splash-lubricated. The roller-bearing crankshaft is also splash-lubricated. Husqvarna recommends that engine oil be changed after every ride.

The 40mm carb (same size as last year's) is rejetted, but the main change is in the float bowl. Instead of having two floats connected to each other, the carb now uses individual floats, which, according to Husky, reduces loading up when the bike is on its side in a crash, making starting easier. The airbox is mounted on the right side of the motorcycle, and the filter element can be reached after removing two screws.

The cylinder head is redesigned to improve gas flow and improve starting. To work with the new frame, the intake tract is now mounted to one side, instead of straight on, to clear the frame's backbone.

The twin exhaust pipe set-up comes with aluminum silencers, complete with removable U.S. Department of Forestry-approved spark arresters.

The Husky uses a six-speed, constant-mesh transmission with a wet, multi-disc clutch. The kickstarter works from the left side of the bike and is easy to use either standing alongside the bike or sitting on top. A CDI ignition is used with 70-watt lighting coil.

Last year's four-stroke leaked oil through the countershaft and main bearing (behind the ignition) seals; that's cured by new Viton seals, Husky says. According to Husky, Viton is extremely heat resistant material; it's also used in the valve guides. The new seals, Husky claims, considerably reduce oil consumption.

Claimed dry weight is 257 pounds, but on a certified scale, the Husky weighs 280.5 pounds.

On the trail

The new Husky passed with flying colors the first day we rode the 510. Starting the big Husky was a major concern (previous Husky four-strokes were hard starters), so we were very happy to learn that the 1986 510 is an easy starter, cold *or* hot. It fired to life on the second kick and warmed up quickly. There're a few steps, however, that must be used for cold starting. The idle screw on the carb must be turned clockwise one full turn to increase idle, and the choke must be on. After kicking the motor through a few times with the compression lever in, find the compression stroke and give the starter lever a moderate kick without any throttle applied, and the Husky will fire up.

Once the engine is warmed up, the carburetor idle screw can be turned back to its original position and the choke lever turned off; that done, the Husky is ready to hit the trails.

Starting the Husky when the engine was hot never gave us any problems, either. It usually started right up with no throttle; if it didn't, a slight twist of the throttle and another kick

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CMC & Suzuki Co-Sponsor The Following Races:

Winners/Qualifiers to date:

Jim Putman: April 2, Ascot Park
Jeff Watts: April 6, Sunrise Park

Date	*Raceway*	*City/State*
April 11	Ascot Park	Gardena, CA
April 13	Carlsbad	Carlsbad, CA
April 16	Ascot Park	Gardena, CA
April 20	Sunrise Park	Adelanto, CA
*April 25	Ascot Park	Gardena, CA
April 27	Perris Raceway	Perris, CA
*May 2	Ascot Park	Gardena, CA
*May 4	Otay Raceway	Otay, Mexico

**Top Two Finishers Qualify.*

QUALIFYING PURSE AMOUNTS:

1st place	*$ 300*
2nd place	*$ 200*
3rd place	*$ 100*

L.A. COLISEUM SUPERCROSS PURSE AMOUNTS:

1st place	*$1400*
2nd place	*$1000*
3rd place	*$ 800*
4th place	*$ 500*
5th place	*$ 300*

Total Series: $10,000.

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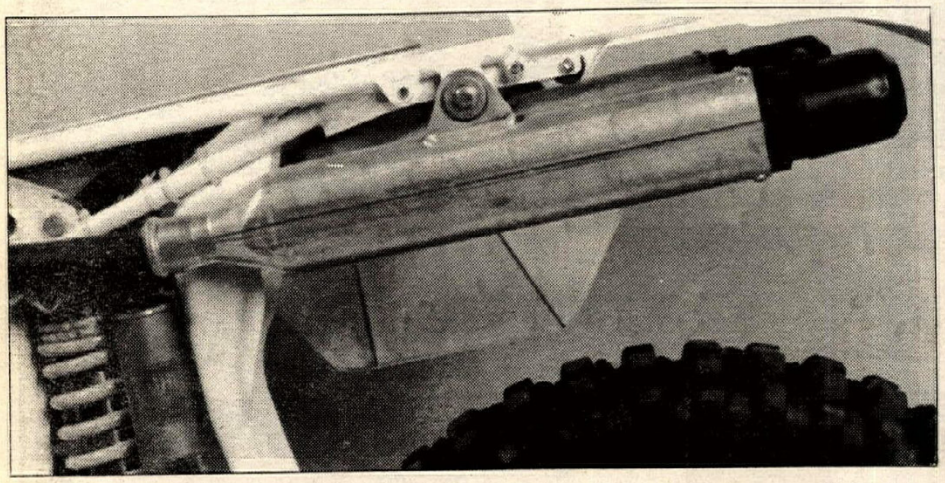
THE 1986 SUZUKI SPRING QUADRACER CLASSIC.

The Husky (above) is a serious enduro bike and fun to ride. Twin aluminum silencers with spark arresters come stock.



would do the trick.

The kick starter lever itself doesn't require a sharp jab, and, after a little bit of practice, the Husky can be started with the rider sitting on the bike.

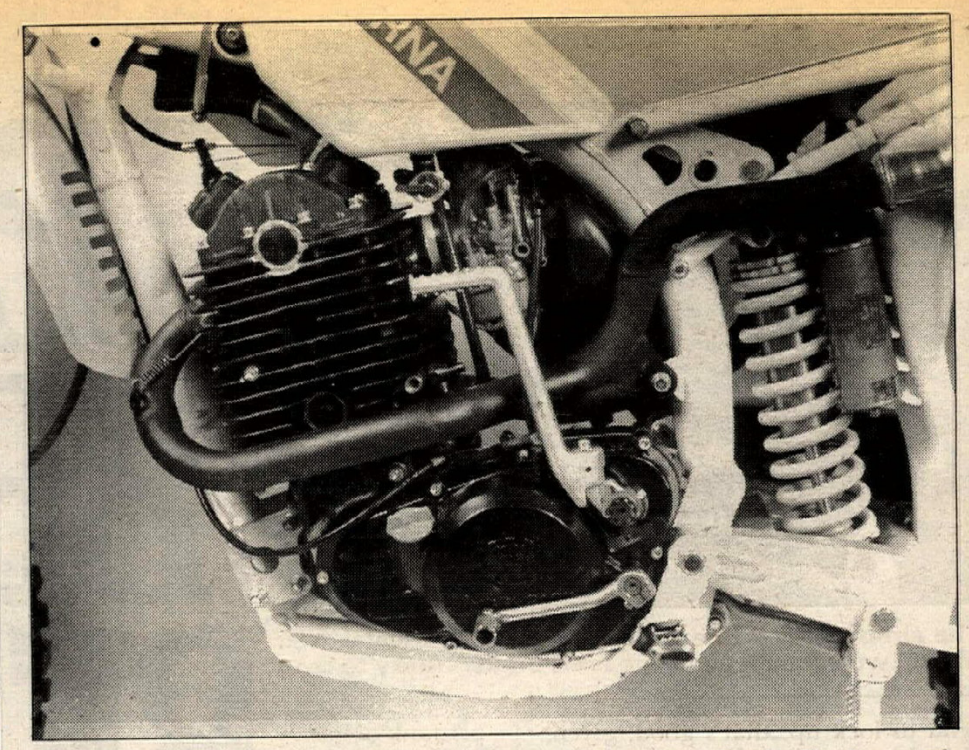
Once on the trail, the first thing we noticed was that the Husky vibrates. It doesn't shake to the point where it's no fun to ride, but the vibration did bother some riders; others barely even noticed it. And the side panels bulge to clear the exhaust pipes, forcing the rider to ride bowlegged. Sometimes the bottom of the side panel snags the top of the rider's boots, which gets annoying.

Besides those flaws, the Husky is a pleasure to ride. The motor is extremely powerful, yet very manageable. The Husky is tuned for power; it doesn't have the giant flywheels used on some big four-strokes, and it doesn't have as much slogging bottom-end pull as bikes tuned for low-rpm pulling, with heavy flywheels. On the other hand, the Husky is lighter; it has very strong mid-range torque and top-end power.

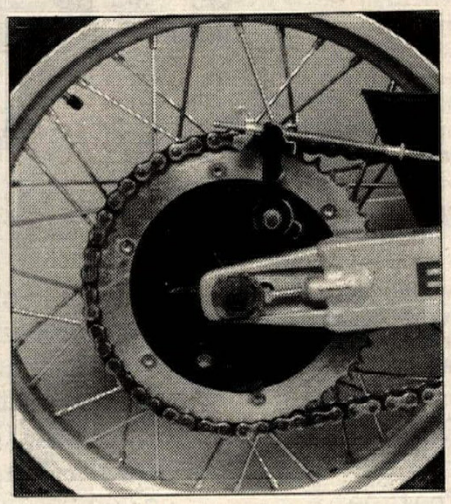
Jump on the Husky and expect it to act like a Honda or a Yamaha and it's easy to stall at first, because it doesn't have the low end grunt you'd expect from a big-bore Japanese four-stroke. But the more the bike is ridden, the less frequent stalling becomes. Still, the Husky isn't as forgiving as some big-bore four-strokes we've ridden; the rider has to be more conscious of what gear he's in or risk being in a gear too tall in a tight turn or on a hill, resulting in a stalled motor. If the rider's not sure on what gear to be in through a tight section, it's best to play it on the safe side and downshift.

On the more open, faster trails, the Husky delivers excellent power. Steep hills can cause problems if the rider loses momentum in a rut or gets hung up in loose rocks; the bike loves to stall if a finger isn't working the clutch lever at all times.

Missed shifts weren't uncommon. The clutch held up and has a fairly light pull for a big-bore. Unfortunately, the clutch doesn't fully disengage until the clutch lever is almost



New jetting specs and other modifications (above) make the Husky much easier to start than before. The quick-change rear wheel (below) is sano.



at the handlebar; that means the rider can't work the clutch with one or two fingers, because the lever will bottom out on the remaining fingers curled around the grip.

The suspension on the Husky is downright good, especially in the rear; the back end works so well that the Husky doesn't really feel like a big-bore four-stroke at speed. It's plush but doesn't bottom harshly compared to other 500cc-or-over four-strokes (lighter weight helps here). The rear wheel stays close to the ground over the gnarliest terrain and rarely hops around uncontrollably. Even after a long, hard trail ride, the Ohlins shock maintains smooth and consistent action. Jumping off rocks, large drop-off or big jumps, the 510 soaks up impacts smoothly.

The front end works well too, but the front forks are a little too soft. The front end bottoms more than the rear, and dives really bad when braking. This is especially noticeable when decending steep hills.

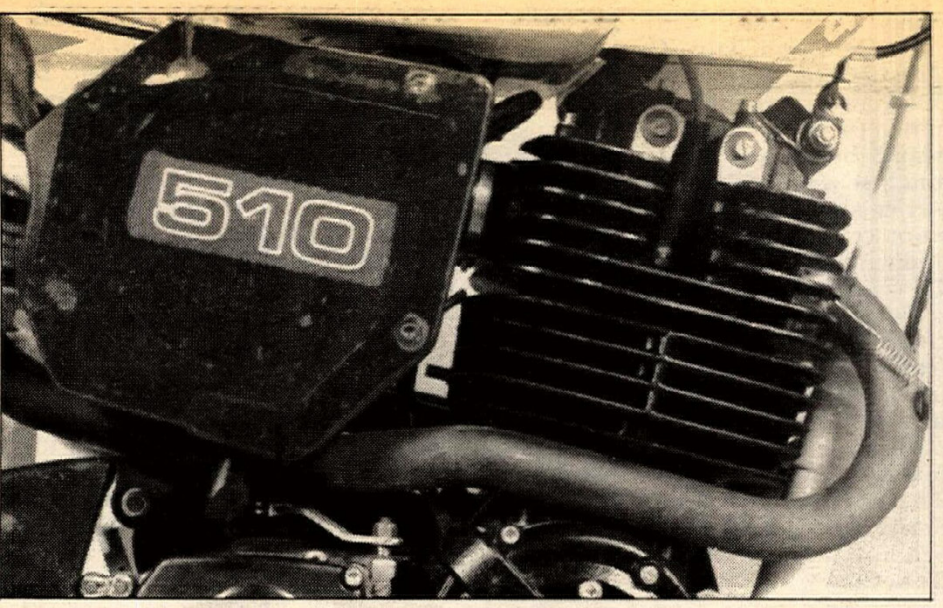
The front end is extremely sensitive to any rider or terrain input, and the bike goes exact where it's pointed. That can make it difficult to hold a line on narrow trails.

During our test of the stock Husky, we had the chance to ride Larry Roeseler's four-stroke, the same one he's using in the National ISDE qualifier series. His bike's front forks are set up much stiffer, with 15w oil and modified (heavier) fork springs. The difference is amazing. His bike is much more predictable and easier to control than the stocker with the soft forks.

Brakes on the Husky worked well. The front disc brake was strong, and one or two finders on the lever usually did the job. In the rear, the drum got the job done nicely and didn't

Husqvarna 510 Enduro

Engine type	Air-cooled, SOHC single
Bore x stroke	91.5x76.4mm
Displacement	503cc
Compression ratio	9.5:1
Carburetor	40mm Dell'Orto
Horsepower	N/A
Torque	N/A
Intake valve size	33mm
Exhaust valve size	35mm
Intake valve lift	N/A
Exhaust valve lift	N/A
(measuring point)	N/A
Included valve angle	N/A
(measuring point)	0mm
Starting system	Primary kick
Ignition	CDI
Lubrication	Wet sump
Primary drive	Straight-cut gears
Final drive	#520 chain
Gear ratios	
Primary	76/33; 5.846:1
Final	14/48; 0.292:1
6th	20/27; 0.740:1
5th	22/25; 0.888:1
4th	24/23; 1.043:1
3rd	26/19; 1.368:1
2nd	29/16; 1.813:1
1st	34/13; 2.615:1
Frame	Single downtube, split double cradle
Rake	27°
Trail	4.7 in.
Front suspension type	Telescopic fork
Fork tube diameter	43mm
Front wheel travel	10.6 in.
Rear suspension type	Single-shock swingarm
Rear wheel travel	12.2 in.
Front brakes	9.1-in. disc
Rear brakes	6.3-in. drum
Front wheel	1.60x21 in.
Rear wheel	2.50x18 in.
Front tire	3.00-21 Metzeler
Rear tire	4.50-18 Metzeler
Claimed dry weight	257 lbs.
Certified wet weight	280.5 lbs.
Overall length	86.6 in.
Overall width	31.5 in.
Overall height	50.9 in.
Wheelbase	59.0 in.
Fuel capacity	2.4 gal.
Ground clearance	13.5 in.
Seat height	37.0 in.
Colors	White
Retail price	$3295



The airbox does a fine job keeping dirt and water from reaching the air filter. Two exhaust pipes are used on the Husky to reduce noise.

tend to lock up; that's good, given that the motor is rather easy to stall.

While it's a light four-stroke, the 510 Husky is no lightweight compared to Open-class two-strokes. But it's suspended so well that it doesn't feel as heavy as it really is. Still, when trails get tight and rocky, the extra weight is noticed. Lifting and pushing the Husky is not easy.

The Husky is comfortable to ride. It sits a little tall in the rear, but the handlebars, seat and footpeg placement are perfectly aligned. The seat is firm, and like the gas tank, is narrow, making the Husky easy to throw around.

A Husky-made speedometer/odometer is used, which is easy to read, and the odometer can be reset fairly quickly. We averaged around 75 miles per tank of gas.

We put over 300, (mostly tight and rocky) miles on the Husky, and while it held up fairly well, a few things did break, including the plastic housing around the speedometer cable, the kick stand spring, and both rear exhaust pipe mounts. The grips wore out quickly. None of this would've caused a DNF in an enduro, but the broken pipe mounts did cause the bike to vibrate even more.

After riding the new Husky 510 four-stroke enduro, we can easily see why the Husky did so well during the six-days in Spain. It's easy to ride and start; has a powerful, yet manageable motor; excellent suspension; good brakes; precise handling and reliability. It's by far the best big-bore four-stroke enduro bike we've ridden. ●

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PHOTO BY DERRYL ANDERSON

David Tisler (426) and another rider slither around a turn in the Four-Stroke class during a scrambles in Grand Mound, Washington.

Smith, Gross grab Mud Slingers' win

By Derryl Anderson

GRAND MOUND, WA, MAR. 23

Kawasaki-mounted Rudy Smith and Chuck Gross came to the rough scrambles at Grand Mound, WA, to go 1-1 and win the overall in their respective classes. Unfortunately this was the last race of the year for our new found track next to I-5 and four miles north of Centralia.

The 80cc class was loaded with riders and split into two heat races. The first three finishers in each heat transferred to the A main with the remainder going to the B main. In the first heat it was Chuck Gross coming off the line in front. Behind him in order was Darrell Norman, Jeff Milbourn, Ed Richards, Kenny Revel and Guy Gill. It didn't take long for Gross to start stretching his lead over the others. On lap three, Richards had mechanical problems and dropped out of the race. Norman was getting good air as he rode in between Gross and Milbourn. By now Gross had a 50-yard lead on the pack. On lap four Gill passed Revel, but nothing changed from that point on. Coming around for the checkered flag Gross got massive air over the big north jump and landed out on the flat. Taking the flag in order was Gross, Norman, Milbourn, Gill and Revel.

In the second heat race it was Bruce Roundy getting the scratch ahead of Dan Hansen, Ryan Anderson, Chris Bailey, J.R. Neuman and Jason Houghtaling. Bailey was on the move and he soon caught and passed Anderson and Hansen. During the second lap Anderson got sideways and lost it; he was up and running shortly after, but in last place. Earlier rains made the track soupy and slick which caused problems for most riders throughout the day. On lap four Neuman crashed in the sweeper right by the tower. He was up and running again without losing a position. Anderson was gaining on Houghtaling when he crashed again right where Neuman had, but he too was up and going shortly after. Bailey put a move on Roundy to take control of first while Hansen also started to push Roundy. It took a lap, but Hansen finally got by for second. Hansen slipped on one of the jumps but he was going fast enough to stay ahead of Roundy. At the flag it was Bailey, Hansen, Roundy, Neuman, Anderson and Houghtaling.

In the A main Gross got the holeshot and never looked back. Behind him were Hansen, Bailey, Norman, Roundy and Milbourn. For four laps nothing changed and then Bailey got by Hansen. The trio out front was running so close you could cover them with a blanket; nothing changed to the flag where the order went Gross, Bailey, Hansen, Norman, Roundy and Milbourn.

In the B main Beaverton Honda and Country Yamaha-Kawasaki-sponsored Anderson got the holeshot ahead of Richards, Neuman, Revel and Houghtaling. Going by the farm field and heading towards the woods, Neuman fell but was going again without losing much ground. Anderson was out to a 40-yard lead when he slid out just before coming out of the woods. The order was now: Neuman, Richards, Houghtaling, Revel, and Anderson. On the next lap Richards got by Neuman for the lead and Anderson dropped out, a victim of a pinched finger from his fall. Coming past the tower with a lap to go, Neuman fell on the right hander, but just as Houghtaling was getting close to him he got restarted and took off, still in second. The pack was spread out all around the track as almost everyone fell at least once. Taking the checkered flag in order were Richards, Neuman, Houghtaling and Revel.

Eight riders lined up for the 125cc first moto. Getting the holeshot was Rudy Smith followed by Tom Crews, Scott Fritts, Tim Crews, Bob Johnsen, Brett Schreiber, Pat Schouweiler and Jason Scheibel. The riders strung out as the soupy mud covered everyone but the leader. The mud here doesn't get too deep, due to the amount of sand, rocks and gravel, but it sure makes it hard to pass and number plates hard to read. The order remained the same for two laps, but the third lap Johnsen moved up one position and Schouweiler did likewise. Halfway through the fourth lap Crews repassed Schouweiler.

Meanwhile, out front, Smith and Tom Crews enjoyed an 80-yard lead on the others. Smith rode a perfect race never giving Crews an opening to get by. A lap later Tim Crews and Schouweiler both moved by Johnsen and the finishing order was set. At the flag it was Smith, Tom Crews right on his rear wheel, Fritts, Tim Crews, Schouweiler, Johnsen, Schreiber and Scheibel.

In the second and final moto Smith got the scratch with Tom Crews again all over him. Behind the duo was Schouweiler, Fritts, Tim Crews, Johnsen, Schreiber and Scheibel. Smith and Crews wasted no time in building a 35-yard lead over the rest of the pack. For three laps there was no change in positions. On lap four Fritts moved up a notch as the three-some he was riding with rode ultra close for several laps. On lap five, Tim Crews and Fritts both fell down, but were soon up and running. Several of the other riders had problems also; Scheibel fell on a right-hander and just as he was getting up Schouweiler slid into him. The duo up front were lapping some of the others and with only a few laps to go, Tom Crews spun out and ended up in last.

Fritts inherited second and began chasing Smith. The two of them were really flying off of the jump just before entering the woods. Tim Crews had so much mud on him, that he pulled over by a friend and got rid of his goggles and wiped off his face. The order at the finish line was Smith, Fritts, Tim Crews, Johnsen, Schouweiler, Schreiber, Scheibel and Tom Crews.

Results

60 A: 1. Ryan Anderson (Kaw); 2. Justin Rotter (Yam).
80 A: 1. Chuck Gross (Kaw); 2. Chris Bailey (Suz); 3. Dan Hansen (Kaw).
80 B: 1. Ed Richards (Hon); 2. J.R. Neuman (Yam); 3. Jason Houghtaling (Suz).
125: 1. Rudy Smith (Kaw); 2. Scott Fritts (Kaw); 3. Tim Crews (Hon).
250: 1. Joe Greenwood; 2. David Wellander; 3. Alan Evans.
4-STRK: 1. Del Schnitzer (Hon); 2. Alan Evans (Hon); 3. Ken Vetter (Hon).
OPEN: 1. Rick Weidman (Yam); 2. Jerry Asbjornsen (Hon); 3. Dallas Nyblod (Hon).
OT: 1. Mike Hughes (Hon); 2. Don Schouweiler (Hon); 3. Dale Fraiser (Yam).

FRA Tinhorn goes to Mesecher

By Kay Hopkins

STODDARD VALLEY, CA, MAR. 23

Robb Mesecher rode his 400cc Husqvarna Cross Country to a first overall win in FRA's (Family Racing Association) Tinhorn Enduro. Losing just .59, Answer Products/Duralube-sponsored Mesecher was followed by Open class Husky rider Rick Daniel with 1.38. The battle for second overall was a close one with Tony Casaga at 1.47 taking third right behind Daniel. They had some close competition from Don Goettling 1.67, Steve Bebeck 1.86, and Doug Dubach 1.94. UEA's Mike Chamberlain was way out in front of the one-loopers and took first overall on his Yamaha 80 with a score of .54.

Approximately 400 riders and their families and friends were treated to a perfect-weather weekend in Stoddard Valley. The pit area was about a mile behind the Slash X, 10 miles out of Barstow off Highway 247.

The first check on the first loop was at the three-mile mark. The observation check at six miles caught quite a few riders sleeping, making them early into the next check at mile seven and the start of the first special test. The check-out was at mile 10 over a tight canyon with some deep whoops in it, then over some free territory across the valley. Some riders got off the course in the roller hills because they followed each other instead of the ribbon.

Check-in to the second special test was at 25.4 and ran for four and a half miles at 30 mph. Then there was the check-out, a reset, and back across the valley at 24 mph, a sand wash, and into the finish at about 35 miles. The course was challenging in places and a good loop for everyone.

The second loop started off heading east out of the pits through some very unused areas. At about four miles there was a virgin cactus patch and the first check was at 4.9. After that, it went across the rolling hills, across Stoddard Wells Road, into a mining section with some virgin territory and on some very scenic, unused trails across the back of Stoddard Valley.

The special test crept up at about 15 miles and the check-out was at 17 after a downhill that proved to be very interesting. From there the course went across Hodge Road next to the freeway and headed back through the valley on some new trails. The final special test was at 36 mph across the ridges and dropped into the valley where the Peace Marchers were camped. From there it was 30 mph to the finish.

Check eight had to be thrown out due to a mileage error. The course gave riders a chance to ride some new, different and very interesting terrain. Rider comments were favorable, including Rick Daniel, who finished the second loop with his front rim completely broken in half. Rick's father, Bill Daniel, said it was one of the best courses he'd ever ridden and he was impressed with the strategic location of the observation check on the first loop.

Saturday's Poker Run gave the 106 entrants a fun 10-mile ride plus the bonus of a ticket good for a free soft drink or draft beer at the Slash X. High hand went to Don Andrews. Other winners were Cliff Cook, Nikie Odette, David Figg, and four-year-old Justin Binano. Bill Mallman from Lakewood Honda donated a Honda EX650 generator and the lucky winner in the drawing for the generator was Chris Roady. ●

Results

OVERALL: 1. Robb Mesecher (Hon); 2. Rick Daniel (Hus); 3. Tony Casaga (Yam).
AA VET OPEN: 1. Randy Liebig (KTM).
VET 250: 1. Ron Woods (Kaw); 2. Logan Casteel (KTM); 3. Mark Cook (Hon).
S SR: 1. Tom Getzfrid (Hon); 2. Ed Mazenko (Hon); 3. Gordon Dickson (Hus).
SR OPEN: 1. David Sweeney (Hus); 2. Lyle R. Taylor (Hon).
SR 250: 1. John Bainbridge (Yam); 2. Harry Keast (C-A); 3. Donald C. McNamee (Hus).
OPEN: 1. Robb Mesecher (Hon); 2. Rick Daniel (Hus); 3. Steve Smith (Mai).
4-STRK OPEN: 1. Larry Sebastian (Hon).
4-STRK 250: 1. Fred Hayes (Kaw).
250: 1. Bill Fulmer Jr. (KTM); 2. Grant Palenske (Hon).
200: 1. John E. Jacobsen (Kaw); 2. John Pomo (Kaw).
A WOMEN: 1. Dana Bell (Yam); 2. Shauna Hopkins (Kaw).
VET OPEN: 1. John Meurs (Hon); 2. Sam Bell (Mst); 3. Michael J. Hoehl (Hus).
VET 250: 1. Steve Bebeck (Yam); 2. Dean McCoy (KTM); 3. Joe Wilson (Yam).
S SR: 1. Gus Paull (Hus).
SR OPEN: 1. Bill Daniel (Hus); 2. Tom Cole (Yam); 3. Richard Claypoole (Hon).
SR 250: 1. Mervyn Murray (Yam); 2. Tom Bristol (Yam); 3. Gregg Turk (Yam).
OPEN: 1. Chip Hanrick (Hon); 2. Jack M. Simmerman (Yam); 3. John Uhern (KTM).
4-STRK OPEN: 1. Bob Farr (Hon); 2. Randy Brown (Hon); 3. Gary Zweifel (ATK).
4-STRK 250: 1. Martin L. Blais (Hon); 2. Randy Bustamante (Hon).
250: 1. Jerry Russell (Yam); 2. Ronald Silva (Suz).
A 250: 1. Bob Carpenter (KTM).
200: 1. Tony Casaga (Yam); 2. Scott Sinnig (Hon); 3. Hans Gassin Giese (Yam).
MINI: 1. Mike Chamberlain Jr. (Yam).
B WOMEN: 1. Michelle Howard (Kaw); 2. Diane Bainbridge (Hon).
VET OPEN: 1. Joe Simmerman (Yam); 2. Chuck Wheat (Hon); 3. Dave Johnson (Hus).
VET 250: 1. Gary Beck (KTM); 2. Robert C. Keller (Yam); 3. Ron W. Nunnaly (Yam).
S SR: 1. Robert O. Benson (Hus).
SR OPEN: 1. Bill Bailey (Hon); 2. Dan Kurtzwell (Hus).
SR 250: 1. Bill Rogers (KTM); 2. Dirk McClellan (Yam).
OPEN: 1. Tim Beall (Hon); 2. Keith Kubachka (Mai); 3. Bob Seitz (KTM).
4-STRK OPEN: 1. Terry Huffman; 2. Ed Wemmer (Hon); 3. Ray Lawrence (Hon).
4-STRK 250: 1. Miek Baumann (Hon); 2. Guy Kibbe (Hon).
250: 1. Steve J. Falk (Hon); 2. Craig Stenberg (Yam); 3. Jim Williams (KTM).
200: 1. Don Goettling (Kaw); 2. Rob Peters (Kaw); 3. Kenneth Warner (Kaw).
C WOMEN: 1. Lori Bortree (Yam); 2. Jemie Lynn Salum (Yam); 3. Diane Olson (Yam).
VET OPEN: 1. Neil Eggensperger (Hus); 2. Doug Krausman (Hon); 3. Larry Harris (Hon).
VET 250: 1. Dave Hagan (Yam); 2. Eric Davies (Yam); 3. Jerry Searles (Yam).
S SR: 1. Art McNamee (KTM).
SR OPEN: 1. Mike Gaines (Hon); 2. Jim Welton (Hus); 3. Barry D. Show (Hon).
SR 250: 1. Bill Swan (Hus); 2. Gary Cawthon (Yam); 3. Ken Winkler (Kaw).
OPEN: 1. Willie Arkeilpane (KTM); 2. Lon Milka (Yam); 3. Steve Andrews (Hon).
4-STRK OPEN: 1. Bill Haskell (Hon); 2. Ted Kalnas (Hon); 3. Mike Reinoso (Hon).
4-STRK 250: 1. John McKoane (Hon); 2. Tom Hart (Suz); 3. William Kanayan (Hon).
250: 1. Doug Dubach (Hon); 2. Chad G. Cannon (Yam); 3. David Van Hulzen (Yam).
C 250: 1. Michael Quezambra (Yam); 2. Dennis Aquis (Yam); 3. Robert Goettling (Kaw).
200: 1. Eric Hovore (Yam); 2. Dennis Aquis (Yam); 3. Robert Goettling (Kaw).
MINI: 1. Ryan Stenberg (Yam); 2. Chris Anderson (Kaw); 3. Brian Davis (Yam).

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Laguna Seca Raceway has named Laura Goetz of Monterey, California Miss Laguna Seca for 1986; her reign will include the Camel Pro Series road race scheduled for July 12-13 at the Monterey, California track. Goetz is a full-time student at Monterey Peninsula College.

Wind

(Continued from page 3)

which will be held on August 30 in Katowica, Poland.

Vance & Hines Performance Motorcycle Center in Anaheim, California, has scheduled its grand opening on Saturday, April 19 from 9:00 a.m. to 5:00 p.m. Terry Vance and Byron Hines will be on hand, at 828 West Vermond Ave., near I-5 and Ball Road.

The third annual California Motosport Club's (CMC) Aloha Supercross is scheduled for May 31 at the Aloha Stadium in Honolulu, Hawaii. The race will include four riders from the mainland: Mike and Phil Larson, Jim Tarantino and Russ Wageman. Defending Aloha Supercross Champion Brian Myerscough will not compete.

Pennsylvania's Mike Jones and Jeff Surwall of Illinois both took back-to-back wins at the third round of the United States Hot Rod Association, World Sports Arenacross Championship Series, held April 11-12 at the Rosemont Horizon in Chicago. Kawasaki-mounted Jones won both the 125 and 250cc classes during racing Friday night, while Surwall (Kaw) claimed both classes Saturday night.

The California Department of Transportation has opened three High Occupancy Vehicle (HOV) lanes in the San Jose area to motorcycle traffic, according to a report from the AMA. Motorcycles were allowed in the HOV lane on State Route 237 for the first time April 7. The following day, HOV lanes were opened to bikes on the San Tomas Expressway and the Montague Expressway. The opening of the lanes comes four years after the 1982 Surface Transportation Assistance Act (STAA), which requires states to allow motorcycles access to such special lanes, or risk losing federal highway funds. California used a loophole in the law to keep motorcycles out of HOV lanes, claiming the presence of bikes in car pool lanes is a safety hazard. A total of 12 California routes still have HOV lanes that do not allow access to motorcycles.

Team Hammer's Doug Toland, Pat Hernon and Dave Sadowski rode their Gary Hilgenberg-tuned Vance & Hines Suzuki GSXR1100 to victory in the April 12 opening round of the 1986 WERA/EBC National Endurance Road Racing Series at Indianapolis Raceway Park in Indianapolis, Indiana. High-Tech Racing's Larry Jeurink and Dave Lubberts finished second, four laps behind on their Reliable Cycle/Larry Scheidt-backed FZ750 Yamaha in the six-hour race. Hernon rode Hammer's Suzuki to A Superbike and Formula One wins the next day, April 13.

Mark Anderson of the SVIA, MIC and the State of California's Off-Highway Motor Vehicle Recreation Commission was seriously injured while riding in Baja California, Mexico on April 12. Anderson was riding at the back of a group on a dirt road and crashed at low speed; something protruded through the eye port of his full-face helmet and fractured his jaw, nose and skull. Anderson was driven to the U.S. border, where he was airlifted to the University of California San Diego Medical Center's intensive care unit; at presstime, Anderson remains unconscious. Cards and letters can be sent to the SVIA, 3151 Airway Ave. Bldg. K107, Costa Mesa, CA 92626.

Team Honda's Micky Dymond rode in Saturday's practice session at the Pontiac Silverdome, but reinjured his foot after landing off a jump. Dymond then sat out the rest of the two days of racing.

The Nippondenso Supercross Special will be shown in Phoenix, Arizona, on April 27 at 11:30 p.m. on KNXV Channel 15 as a preview for the May 10 Phoenix round of the AMA/Nippondenso Supercross Championship.

Rick Kennedy of Taylorville, Illinois, won an all-expenses-paid trip to the April 26 Dallas AMA Supercross; Kennedy won the trip in a drawing held by the USA Network's MotoWorld.

The April 26 Dallas AMA Supercross will feature a special showing of Monster Trucks immediately following the race. Big Foot and many others are scheduled to appear.

Road Racers Dale Franklin and Steve Haug will use TZ750 Yamahas while contesting the entire 1986 Formula One National Championship as the Dinosaur Racing Team. According to a press release, Dinosaur Racing plans to prove that Formula One is not financially impossible.

Dick Mann will be on hand at Ascot Park on April 18 when Steve Eklund attempts to break their joint record of eight National TT wins; Mann won the Ascot TT in 1963.

Mike Green, the winner of the 1986 Daytona 250cc Vintage road race and teammate Bret Morshead will compete in the May 10 La Carrera Classic road race in Baja California, Mexico. Green will ride his BSA Rocket-3 while Morshead will be aboard a 350cc Ducati. The two will be riding under the West Coast British Racing banner and the team is now taking pledges ($5 a mile) to raise money during the race for Danny Chandler. Donations can be sent to WCBR/Magoo Fund, 6398 Dougherty Rd. #34, Dublin, CA 94568.

Team Roberts Lucky Strike's Randy Mamola took his second overall win in two attempts when he beat teammate Mike Baldwin in the Jahoor Grand Prix in Malaysia on April 13. Mamola, who won the overall in the Malaysian GP earlier in April, beat Baldwin in the first leg by four seconds and came back in the second leg to nip his teammate by one second.

Motocrosser Ricky Ryan won both of his heats in the two back-to-back AMA Supercrosses held in Pontiac, Michigan on April 12-13, but faltered in the main events. The San Jose, California, Kawasaki pilot is recovering from asthmatic bronchitis so 20 laps is a little much at this point of his recovery.

Electro Heavy Equipment and Mert Lawwill Products have joined forces in 1986 to sponsor second-year Expert Chris Carr, who finished third in the Houston Astrodome opener and fifth in the April 13 Sacramento Mile.

Texan Kevin Schwantz may make his 500cc Road Racing World Championship debut next month in Spain and Germany, followed by the Dutch TT in Assen in June. Schwantz's impressive performance at the recent Trans-Atlantic Challenge Match Race Series in England landed him a ride on a works Suzuki RG500 Suzuki in the events; if early-season results are good, Schwantz could be on a new Suzuki V-four by the end of the year.

The Planning and Environmental Review Board of the County of San Diego, California approved the plans for the proposed San Diego International Raceway in a meeting held April 10. The 2-1 review board vote allows promoters to continue toward construction of the facility located 20 miles from the city of San Diego on the Mexican border. Current plans include a 2.65-mile road course designed to FIA Formula One (car) specifications, a 1.33-mile banked oval and a natural-terrain motocross track. Former road racer Steve McLaughlin is Vice President and Director of Marketing for the project.

Promoters of the May 10 La Carrera Road Race across Mexico's Baja peninsula say that three former AMA Grand National Champions will contest the event, including Gary Nixon, Mark Brelsford and Dick Mann. All three will ride KLR600 Kawasakis, says La Carrera's Cliff Carr, contrary to earlier indications that Nixon would enter on a vintage Triumph Trident. •

MOTORCYCLE INDUSTRY CHANGES

Named Design Engineer in the Research and Development Department of Bell Helmets, Ed Rothrock; an employee of Bell for 11 years, Rothrock spent the last nine years as Director of Racing.

Named Director of Racing for Bell Helmets, Radney McNabb; an employee of Bell for 19 years, including seven in the Racing Department, McNabb spent the last three years as Assistant Director of Racing.

Hired As Motorcycle Safety Foundation Eastern Regional Office (Columbia, Maryland) Program Manager, Elizabeth Randazzo; formerly with the Connecticut Motorcycle Rider Education Program.

Promoted John Yurejefcic to National Service Manager for Yamaha Motor Corp. USA, based in Cypress, California; formerly Yamaha's Eastern Regional Service Manager and member of the Speed Boys endurance road racing team.

Appointed Former road racer Cliff Carr to Director of Sales and Marketing for Auto-Tec, a company that provides automotive computer management systems in Santa Monica, California.

Hired Former *Cycle News* East Associate Editor Gary Van Voorhis, as Account Supervisor/Office Manager for Tom Tucker & Associates, Inc., a public relations firm which has relocated to Ormond Beach, Florida from Atlanta, Georgia; Tucker's accounts include Saab, Daytona International Speedway and the IMSA championship-winning Al Holbert Lowenbrau Porsche Racing Team.

Moved CMS Manufacturing Service, manufacturer of countershaft sprockets owned by Sonny Kenyon and wife Pat, after 30 years in the San Francisco, California area, to 5692-B Mother Lode Dr., Placerville, CA 95667, 916/622-8459.

Moving April 21-25, Kawasaki Motors Corp. U.S.A. corporate headquarters, including the company's western region sales and parts distribution centers, to 9950 Jeronimo Rd., Irvine, CA 92718-2016; mailing address remains unchanged at P.O. Box 25252, Santa Ana, CA 92799-5252; phone number changes April 21 to 714/770-0400.

Named Competition brake pad supplier to the Rothmans Honda and Skoal Bandit Heron Suzuki road racing teams based in England, Ferodo, Ltd.

Born Richard Allen Raus, to Rick and Vicki Raus of Barnett and Raus Advertising in Long Beach, California, March 10.

Hired Andrea Statz by Clymer Publications as the company's sales coordinator; Statz was formerly with Allen Alvarez' Motorcycle Marketing Service.

Bought The Suzuki franchise in Oshkosh, Wisconsin, Performance Suzuki, by pro racers Mike Walsh and Jess Doering.

Named National Sales Manager, Motorcycle Carburetor Division of Mikuni American Corporation, Lee Chapin; formerly with Cobra Engineering.

Married *Cycle News* Associate Publisher/National Advertising Manager Skip Johnson, 32, to Denise Letellier, 27, of Barnet Raus Advertising, April 12, in Las Vegas, Nevada. •

RESULTS

Cross Country
Whitney, TX
Apr. 6
By Dolores Anders

PRO
Dean Lane
Marty Layland
D.L. Wood
OPEN EX
Matt Bracken
Bill Fleming Jr.
Doug Neu
250 EX
Bart Spears
Mike Brown
David Connell
200 EX
Brian Henseley
Randell Cox
Lance Friend
125 EX
James Venator
Russ Murphy
Tod Myers
MINI EX
Jeff Johnson
Steve Hunter
Doug Von Mosch
OVER 30 EX
Billy Smith
Mark Moore
Tim Ligo
OVER 38 EX
John Paynter
Gerald Flippen
James McBride
250 INT
Jody Vaught
David McKelvey
Lyle Seals
OVER 30 INT
Ken Mistrot
Jon Gustafson
Les Stults
OPEN AM
David Culpepper
Raymond Otten
James Edwards
250 AM
Ricky Yale
Bill Loftin
Marty Foran
200 AM
John Pace
Russ Adams
Jorge Ramirez
125 AM
David Donaldson
John Hird
Steve Erick
MINI AM
James Williams
Alex Rasmussen
Jonothan Ligo
OVER 30 AM
Larry Cox
Kerry Foster
Fred Thompson
OVER 38 AM
Fred McCarty
Jim Wright
Lawrence Moreno
LADIES OPEN
Pat Milliken
Laura Boyer
Teonie Connell
BIG BIKE OVERALL
Matt Bracken
SMALL BIKE OVERALL
James Venator

Motocross
Seattle International Raceway
Kent, WA
Apr. 6
By Sue Sykes

50
Jade Andrews Yam
Paul Conner Suz
Kris Conner Yam
60 BEG
Jeff Backus Kaw
60 INT
Brian Jones Kaw
80 BEG
Lenny Johnson Kaw
Drew Graham Hon
Casey Cade Hon
80 NOV
Justin Homan Yam
Brett Norris Yam
Michael McMillan Kaw
80 INT
Bill Radcliffe Kaw
J. Whipple Yam
125 NOV
John Kalmball Hon
Alex Liptack Yam
Craig Koratich Hon
125 INT
Eddie Gerrish Kaw
Jim Cottet Suz
Ken Thompson Yam
125 EX
A. Shardelman Kaw
Jamie Richardson Hon
Ed Holloway KTM
125 PRO
Cory Klaudt Yam
250 NOV
Mike Davison Kaw
Greg Gregovich Yam
Dennis McGinnis Kaw
250 INT
Aaron Davis Kaw
Mike Coudare Yam
Brian Percy Yam
250 PRO
Stan Lund Hon
OPEN NOV
Jeffrey Snyder Yam
Vincent Sills Kaw
Jim Rowe Suz
OPEN INT
Wayne Nyblom Hon
David Hult Hon
Mike Coudare Yam
OPEN EX
Chris Staley Yam
Kenneth Workman
Jonathan Pike Hon
OTH INT
S. Dahlstrom Yam
Greg Conner Yam
OTH EX
Ken. Workman Hon
Mark Conner Yam
QUAD
Rick Graham Suz

Motocross
NESC Point Standings
Greenfield, MA
Apr. 13
By Andy Calisewski

125 AM
Tim Lemire 50
Tim Voss 42
Andy Catanzaro 42
Todd Richotte 34
Fred Cerundolo 33
125 EX
Bob Maihos 47
Davis Antonucci 38
David Rudnicki 33
Wemyss Scott 33
David Paquette 28

Motocross
Sandhill MX
Chesterfield, SC
Mar. 30
By Debbie Hurst

PEE WEE
Chuck Shirley Kaw
Zac Bradshaw Kaw
Jimmy Brown Kaw
JR MINI
Carlisle Fogle III Yam
Michael Fann Kaw
James T. Hardy Kaw
SR MINI
John Kitsch Kaw
D. Bradshaw Yam
Hank Moree Jr. Kaw
SCHLBY
Joel Grant Kaw
Chad Coleman Yam
Tommy Fickle Kaw
125 B
John Kitsch Kaw
Jim Chester Kaw
Joel Grant Kaw
250 C
Robert J. Jacobs Hon
Charles Todd Yam
Michael W. Mote Kaw
125 C
Steve Addington Kaw
Lonnie Taylor Yam
Jason Koenig Kaw
250 B
Todd Adams Yam
Heath Addy Yam
William L. Howell Kaw
OPEN B
R. Mandell Jr. KTM
Mike Privette Hon
Dan Gregory Yam
125 A
Jason Koening Kaw
250 A
Troy Manuel Suz
Michael Pierce Yam
OPEN A
Shannon Hawkin Hon

Hare Scrambles
Pendleton Co. M/C Park
Gardnersville, KY
Apr. 6
By Jim Darlington

OVERALL
Eric Mullins C-A
125
Steven Sowards Hon
Mike O'Hara Kaw
200
Orvie Stump C-A
Ronnie Seyfried Hon
250
Bill West C-A
Mitch Potter Yam
Chuck Truitt C-A
OPEN
Tim Lupp Yam
Pete Fern Hon
Mike Combs Yam
OPEN SR
Bardie Coffey Hon
Ron Black Mai

Motocross
Big Sandy HC Club
Ripley, WV
Mar. 28

50
Marcus Wells Yam
Brian Green Suz
60
Brian Murphy Kaw
80 SR
Stevie Childress Kaw
H. Bowder Jr. Kaw
Derick Fore Kaw
125 B
Todd Baisden KTM
Gary Gregory Suz
125 C
Scott Darodd Kaw
Dennis Green Kaw
Greg Woods Kaw
250 C
James Cobb Kaw
Paul Lemon Kaw
Rick Parson Yam
250 B
William Bagby Hon
Benny Means Kaw
Robert Stoners Oss
SR
Gary Baisden KTM
R.L. Martin Yam
Jeff Tatterson Cag
125 A
Brian Stanley Yam
Bob Thornton Hon
OPEN A
Rick Nalle Hus
Chris McDonald Kaw
OPEN B
Carl Keathley Kaw

Motocross
NESC
Middleboro, MA
Apr. 6

125 NOV JR
Cory Norwood Suz
Andy Kirkpatrick Kaw
Steve Duluca Yam
125 NOV
Cory Norwood Suz
Thom Valiquette Kaw
Tom Tkacz Hon
250 NOV
Darren Wilder Hon
Frank Blois Hon
Mark Bohenko Hon
OPEN NOV
Joel Rose KTM
Bob Jurzak Kaw
Brian Berry Hon
85 AM
Gene Naumec Kaw
Tony Larusso Yam
Brandon Smith Suz
125 AM
Tim Lemire Kaw
Tim Voss Hon
Andy Catanzaro Hon
250 AM
Tom Schwab Hon
Bob Record Yam
Al Grondell Kaw
OPEN AM
Tim Teves Hon
Tom Schwab Hon
Richard Buckman Kaw
125 EX
Bob Maihos Hon
David Antonucci Kaw
David Rudnicki Suz
250 EX
Leo Fauteux Yam
John Camelio Hon
Mike Degaetano Suz
OPEN EX
Wemyss Scott Yam
Chris Fischer Yam
John Camelio Hon
SR
Jim Meenan Kaw
Dennis Makowski Yam
Dan Boone Hus

Enduro
North Bay M/C
Santa Rosa, CA
Mar. 23
By Bradley Mark

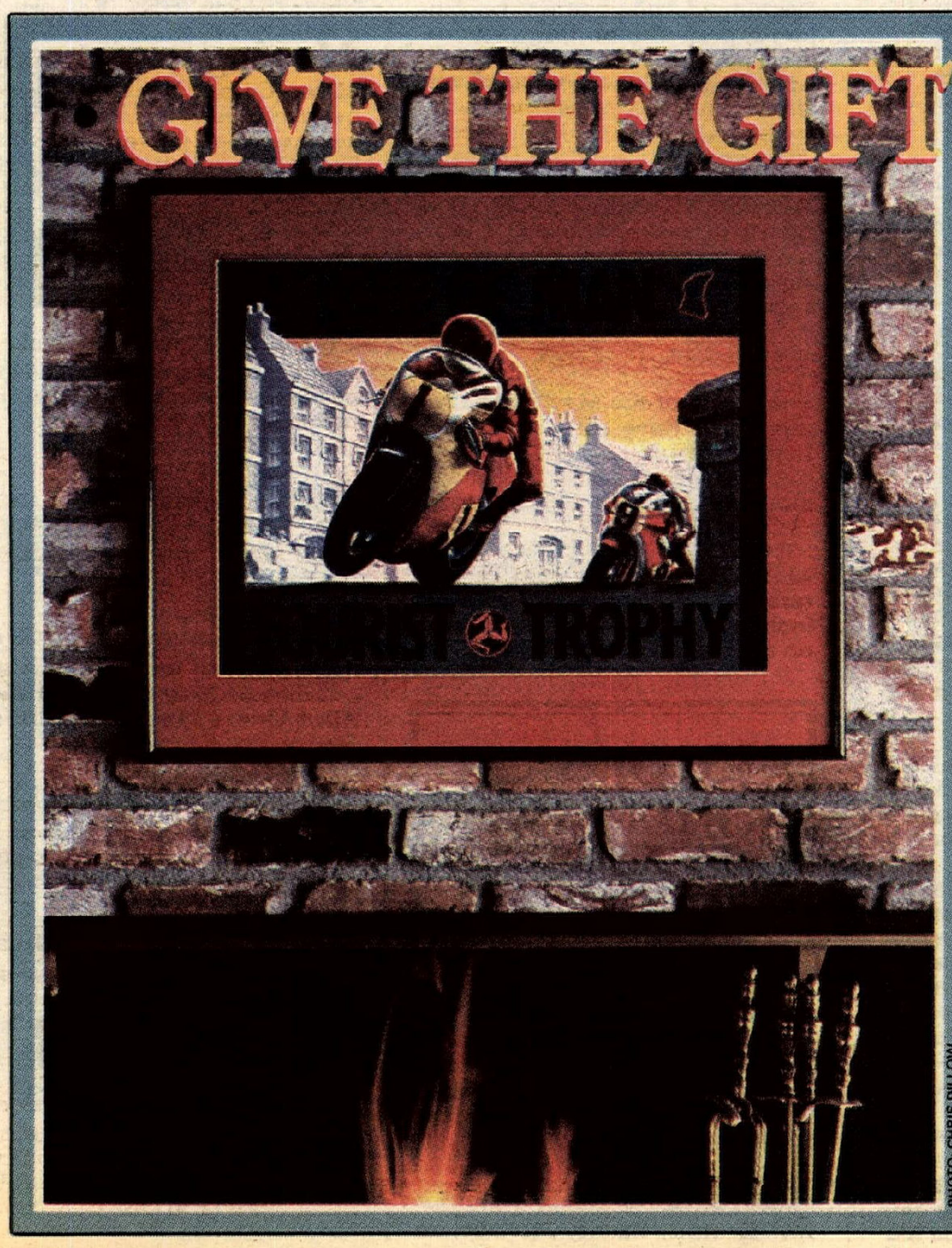
AA
David Bertram Hus
A
John Haaker Hus
B
Curt Bird Hon
WOMEN
B
V. Terrwilliger Kaw
C
Regina Wayne Hon
TEAM
A
Rory Davis
John Haaker
Frank Showers Jr.
B
Mark Tustin
Dennis Hiatt
Damon Beck
C
Ken Yoakum
Regina Wayne
Rick Shambler

Motocross
Ashton MX
Ashton, WV
Mar. 30
By C. Lester

60
Mason Holley
Jason Ward
Scott McNeely
80
Stevie Childress
Doug Flinner
125
Dennis Blevins
Tim Huffman
Mark Whitley
Jeff Wall
250
Jimmie Cobb
Jack Corder
Brett Akers
OPEN
Frank Flinner
Rick Oxley
Doug Mohr
SR
R.L. Martin
Roger McNeely
PRO
Tim Shepard
Brian Stanley
Allan Janes

Motocross
Beaver Valley Raceway
Hookstown, PA
Apr. 6

SUP MINI
Bill Bagwell
Jeff Decker
Jamey Whetsel
JR MINI
Jeff Decker
INT MINI
Ron Cancilla
David Sheets
SR MINI
Bill Bagwell
Dewey Hauser
Eric Wesche
SR
John Miller
250 C
Jason Dowdy
Paul Kahley
Richard McQuillan
OPEN C
Chris Fragale
Tim Nolte
Patrick Pletcher
125 C
Tom O'Brian
Dewey Hauser
Mark Strout
125 B
David Papi
Brett Watson
John Sciaretti
125 SCHBY
Jon Betcher
250 B
Micheal Donella
OPEN B
John Miller
Josh Abston
John Karcz
125 EX
Dave Bachman
Mark Reed
OPEN EX
Thomas Portman
Donald Passarant
David Kaufman



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Dan Ashcraft (Hus) finished third after surrendering second place to Garth Sweetland in the late stages of the race.

National H 'n' H

(Continued from page 16)

and first in the 250cc class, was Morris, taking his second win in the championship series. "I got a pretty bad start and just started catching everyone up after that," he said at the finish. "I just followed Smith. I was second for a while, then Ashcraft got by me and Garth Sweetland got by me. I followed them out there on the second loop and got lost too."

The So. Cal. M.C. rider said the course was one of the best he's ridden in a while. "The whole course was fun," he said. "It was like a big grand prix. There were all these little rollers and sandwashes — and it was real fast."

Morris' top competition, fellow 250cc ace Krause, was next over the line in fifth overall. "It was way too fast," said Krause, "And there were a lot of big ditches that weren't marked at all. One of those caused me to land on my head."

Krause, who thanked sponsors U.S. Suzuki, Allied Suzuki, O'Neal, Neal Enterprises and IMS, was still suffering from sore ribs and a sore tail bone after going over the handlebars in Round Three of the championship series over a month ago. "On the first loop I took a good shot up the back going over a bump and it's been hurting ever since," he said. "Riding will be a lot more fun when all this stops aching."

The first Vet to take the checkered flag was Sixbery (Graydon, Answer, Scott, Grand Sport Tires, Gaerne and Circle) in sixth overall. In usual "Sizzlin' Six" style, Sixbery smoked the competition to take his fourth win in the National Hare and Hound series Vet class.

"I got lost a couple of times," he said. "We made a lot of direct lefts and cutbacks — things like that, that were hard to follow. It was really fast too."

The next bikes home were the Open-class Hondas of San Diego's Steve Walker in seventh overall, and fourth in the Open class, and District-38 champion Moen in eighth overall.

"I thought it was very interesting, and I really enjoyed the course," said Walker. "The only thing I didn't like were all the 90° turns. They make it tough to stay on the course."

Moen, who was racing on his home ground, said the course was not well marked for the faster riders. "It wasn't marked for fast," he said. "It was marked for people that weren't going anywhere near the speed we were, and the way they had it, when you overshot the course there were always big piles of rocks or something there. I live right here in the valley and usually they mark the courses for fast — but today it just wasn't."

Ron Purvines was next across the finish line to take sixth in the Open Expert class and was followed by Nevada Open Expert rider Anthony Pasqualotto. "I had a two- or three-kick start and it was working my way up the whole way around," said Pasqualotto (Honda). "And it was too fast for me. I'm from Nevada so I'm used to rocks — I like it a bit slower than this."

The first Senior home crossed the line in 11th overall and said he had lost about three places in the last 10 miles. "What a bummer," said Husqvarna-mounted Richard Jackson. "I came over a hill and everyone was stalled. I got my bike bound up, too, and everyone got away. I was fifth at the bomb and slowly worked my way back the whole race!"

The first Amateur rider to take the checkered flag was District-38's Tim Fun, who came in 13th overall on his Honda and described the course as "probably the best they've had out here so far."

Racing in the 125cc class provided some surprises, with the "King of the C class" Duane Summers missing out in his bid to make it four-in-a-row in the National Hare and Hound Series. In the early running, Summers took his usual place at the front of the 125cc pack and held it going out on loop two. But when the riders hit the pits at the end of the second loop, the lead was in the hands of San Diego's Taylor in 16th overall, with Summers trailing by three minutes, back in 28th overall.

Taylor held onto the lead in loop three and took the win in the C class in 15th overall. "I thought it was great," he said. "I'm happy to beat Duane. That guy is really good — I chased him for miles! I got past him in a rough section."

Mike Sixbery (Yamaha) was first Vet Open Expert; seventh overall.

Taylor, who said he thought the course was great, described himself as new in town. "I only just started racing down here," he said. "So far it's going great." Top marks for racer support go to Taylor's mother, for enthusiasm despite the rain, and for managing to keep track of every rider through the pits and their times despite the handicap of soggy paper.

Summers, who finished 23rd overall to take second in the C class, said he had lost the lead because of a flat tire. "I was just cruising," said Summers. "I was following him (Taylor) to see how fast I had to ride. In all that dust I didn't want to race too fast because I was tired from racing yesterday (in the SCORE Great Mojave 250) with all the dust from the cars. Then I got a flat just after the pits at the end of the first loop and that was it. I guess I should've raced all the way."

Summers, who is still way out in front in the National Hare and Hound Series C class points with three firsts and a second, was teamed with Brian Folks in the SCORE race at Lucerne. "We ran out of gas with an eight-minute lead there," he said. "I've had a rotten weekend — I'm going home!"

Third in the 125cc class went to Kevin Case, who took the class honors in the Great Mojave 250. "This is the same bike I won on yesterday," he said. "I cleaned the air filter and that was it. This was like a dusty road race — real fast. It could've been a bit rougher for me."

Special thanks go to Harry Brattin of the Tank Slappers for his help in scoring the race; the combination of District-38 numbers, special numbers assigned to "out of towners" for the race and the odd SCORE number proved fairly confusing. Thanks are also due to the Los Exploradores Search and Rescue squad — who come complete with a plane to patrol the course, and did a great job of looking after the riders. •

Unofficial Results

OVERALL: 1. Dan Smith (Hus); 2. Garth Sweetland (Hus); 3. Dan Ashcraft (Hus); 4. Charlie Morris Jr. (Hus); 5. Paul Krause (Suz); 6. Mike Sixbery (Yam); 7. Steve Walker (Hon); 8. Tom Moen (Hon); 9. Ron Purvines (Hon); 10. Tony Pasqualotto (Hon); 11. Richard Jackson (Hus); 12. Rheynard Morgan (Yam); 13. Tim Funk (Hon); 14. Ed Morris (Hus); 15. Bruce Taylor (Hon); 16. #76T; 17. Darryl Folks (Hus); 18. James Tucker (Hon); 19. Darin Aldridge (Hus).

OPEN EX: 1. Dan Smith (Hus); 2. Garth Sweetland (Hus); 3. Dan Ashcraft (Hus).

250 EX: 1. Charlie Morris Jr. (Hus); 2. Paul Krause (Suz); 3. Rheynard Morgan (Yam).

VET OPEN EX: 1. Mike Sixbery (Yam).

81-175 EX: 1. Bruce Taylor (Hon); 2. Duane Summers (Cag); 3. Kevin Case (Yam).

SR EX: 1. Richard Jackson (Hus).

250 AM: 1. Tim Funk (Hon).

British bikes

(Continued from page 24)

Townsend, 20, a moped mechanic from Fullerton. "You just go along with your feet stretched out to catch yourself if you start tipping over."

"It broke the boredom," deadpanned Don Madden, 52, a computer engineer from Moorpark. "There were two sections that were real deep and greasy, but other than that there were only a few water holes that weren't too bad."

Madden took in the muddy Old Ridge Route riding a nicely restored 1956 Matchless 350cc single. Incidentally, he is also chief organizer of the AJS and Matchless Owners Club in North America; the club has 100 members.

Madden is in many ways typical of the British motorcycle enthusiast. He is middle aged and was weaned in his youth on the then-popular British motorcycle.

At the ride, each finisher received a BSA logo lapel pin. The host, the local BSA owners branch, has 220 dues-paying members. (The initials BSA stand for Birmingham Small Arms, an old English munitions manufacturer that was the world's largest maker of motorcycles in the World War II era.) No entry fee was charged. The run was not in any way competitive or structured. Participants drove the prescribed 80-mile loop at their leisure.

Though most were on British-made motorcycles, a few participants rode bikes from elsewhere. They were welcomed, too, but non-British participants did not qualify for pins.

The BSA Club has to take an ecumenical view toward non-British steeds. The last of the mass-produced British makes folded in the mid-1970s and what's left on the road is dwindling.

The situation is such that one five-year veteran of the local BSA club, George Roche, a club officer, didn't even own an English motorcycle until a year ago. He rode a Yamaha. "Hey, everytime I went to Thrifty and Sav-On (the chain drug stores), they were out of BSAs," jokes Roche, 47, who lives in Moorpark. He is now half owner of a 1967 A-65, a 650cc BSA twin, that he acquired for $400 a year ago.

The BSA run is an annual event held on the first Sunday of April at the same location (except if Easter falls on that date, in which case the event happens on the second Sunday in April). It is part of a Triple Crown of British rides in the Los Angeles area.

JRC Engineering, a motorcycle parts company in Fountain Valley, hosts a similar kind of run in late July or early August. JRC, by the way, is the U.S. distributor for a new Triumph motorcycle now being produced in England in low volume. The third British road rally event is held during the first Sunday in November at Hansen Dam Park near Pacoima.

The distinctive baritone rumble of British motorcycles comes alive at these gatherings.

The founder of the local BSA Club, Barry Smith, 49, who is British born and still has a twange of an English accent, urged the riders to restrain their enthusiasm when he gave final instructions at the start of the event.

"Be careful in (the village of) Lake Hughes," advised Smith, now a Palmdale resident and aerospace engineer working on Rockwell's B-1 bomber. "There have been complaints about noise from residents there and the sheriff is patrolling that area closely. So let's pussyfoot through there." ●

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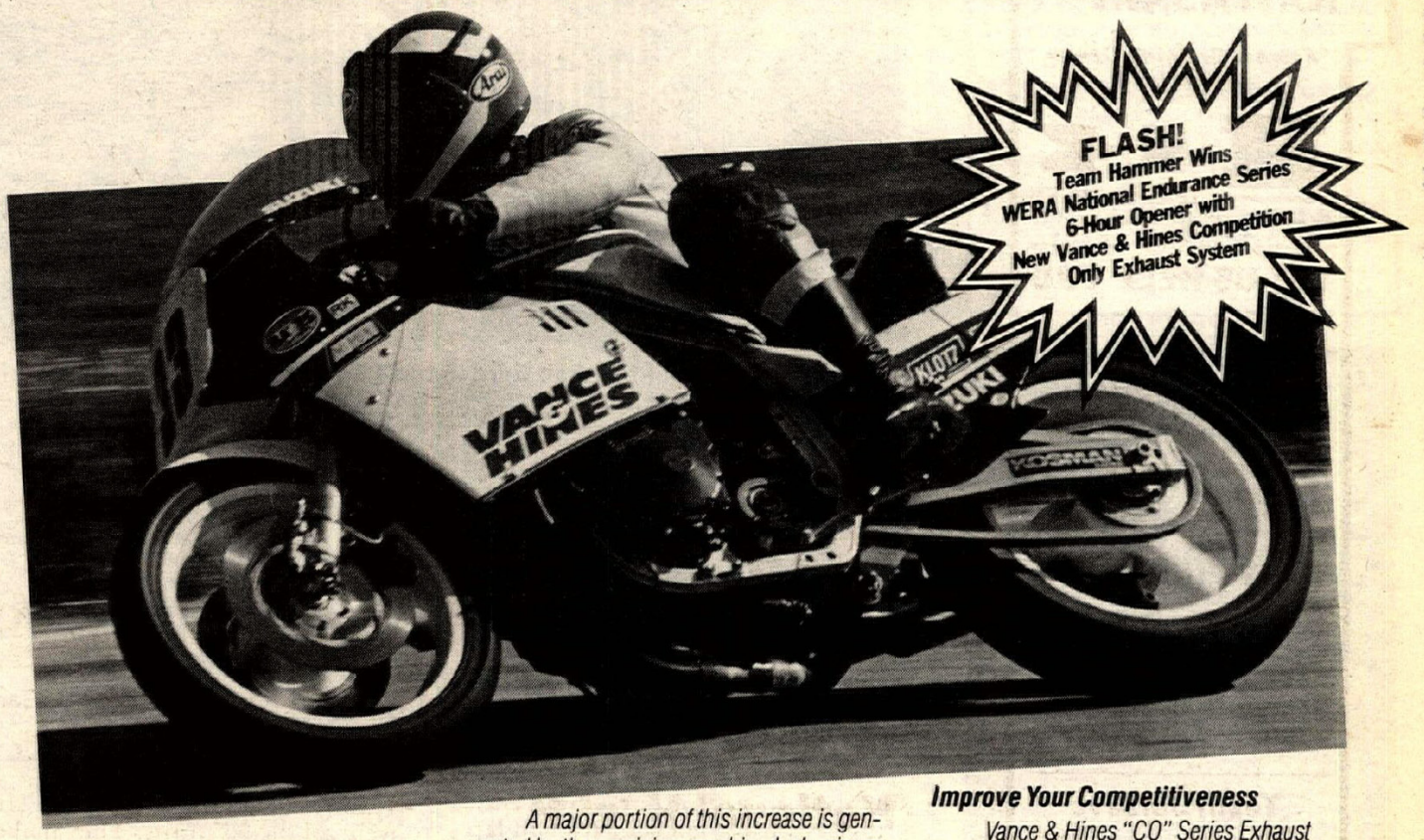

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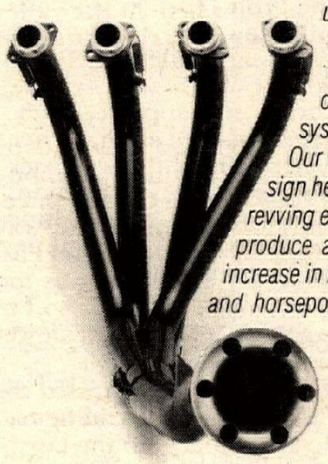

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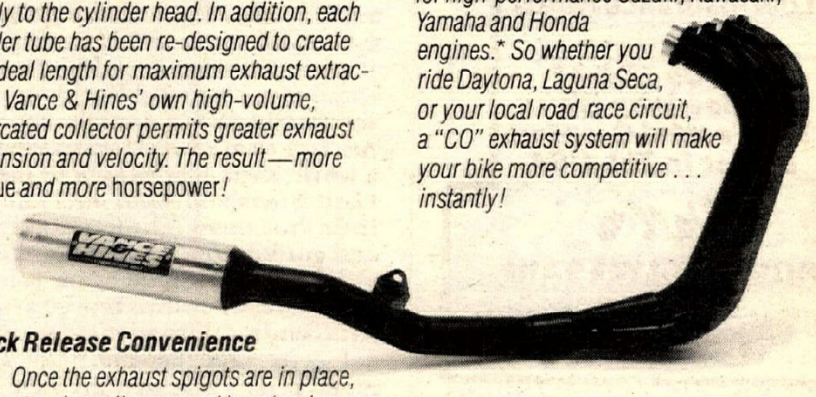

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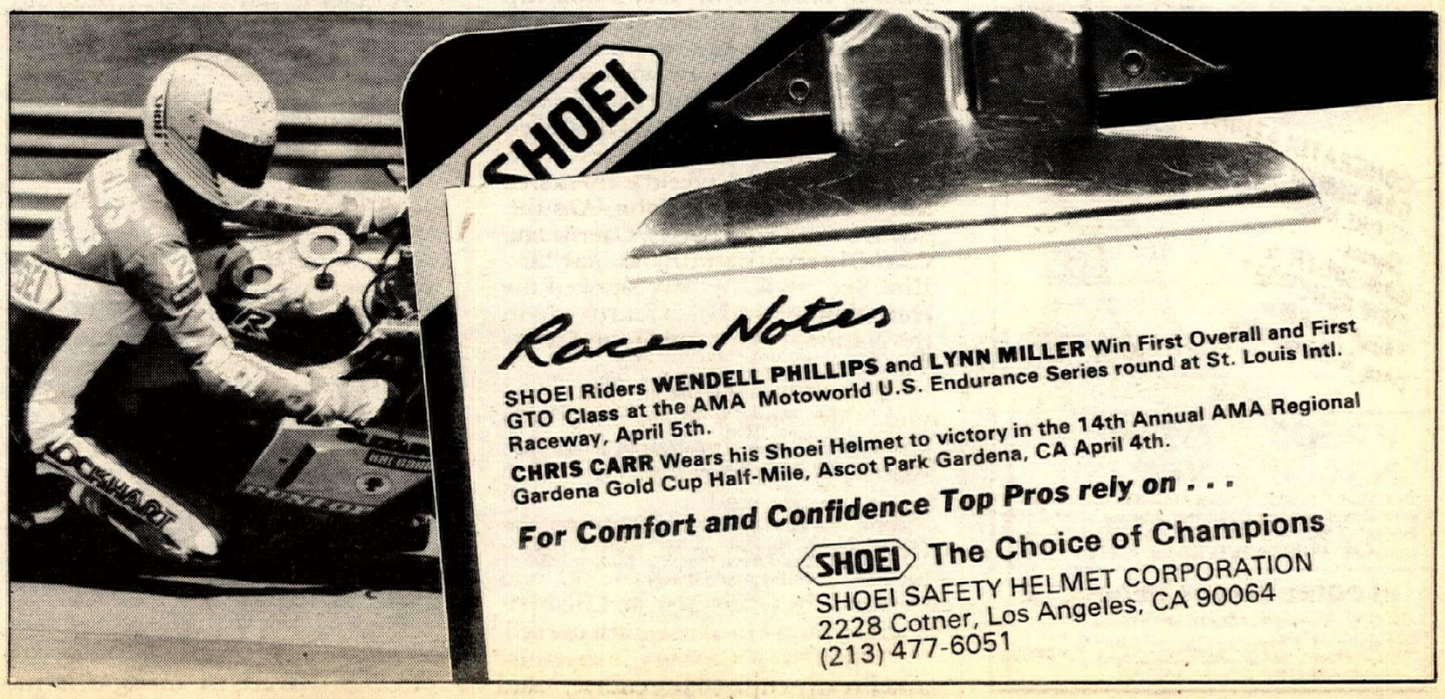

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PHOTO BY JAMES DEREK

Bobby Petrick (585) finished third in the 125cc Expert final at the Smithton, Pennsylvania Motordrome.

Bellora blasts the Motordrome

By James Derek

SMITHTON, PA, APR. 4

Dickie Bellora put on the show of the night at Motordrome Speedway with a dazzling come from behind win in the Open Pro class. The Kawasaki pilot was involved in a turn one tangle with Jim Kevech and got started a half lap down. Bellora began his trek to the top by jumping his way by the backmarkers over a grandstand double, then using a whoop filled straight to make up the distance on frontrunners Carl Zimmerman and Dan Passavant. Bellora bounded by Zimmerman with two laps to go and styled to the win.

Mike Jones was as strong as ever, scoring wins in both the 125 and 250cc Pro classes. The Kawasaki rider took early leads home in both finals with Davey Coombs scoring a second in each. Rod Phillips moved around Jeff Glass for third in the 250s, while Bob Petrick did the same in the 125cc class.

Steve Crowe was also impressive with a flag-to-flag win in the 250cc B class. The MJ USA/Suzuki rider used a massive double jump to his advantage by clearing the obstacle lap after lap, pulling away from Wayne Arlet and Lance Kerr.

Arlet rebounded for the 125cc B class win later after outrunning John Bogovich, Mark Leitenberger, and Frank Ali. Arlet's younger brother Eric was also a trophy winner, collecting second in the Mini 12-13 age division behind Tony Bonace's Honda.

Davey Yezek continued to be the most impressive winner of the night in the Mini divisions, motoring to a bi win the 7-11 class. He was followed by Jason Phillippi and Jeff Decker. Jason Alworth stormed to the 65cc victory, with Robert Stanner and Steve Loveday going 2-3, while John Bogovich stepped off his 125 to score the win in the 14-15 class with Gregg Simmen second and Bryan O'Shell third.

Results

OPEN A: 1. Dick Bellora (Kaw); 2. Carl Zimmerman (Kaw); 3. Donald Passavant (Mai).
250 A: 1. Michael Jones (Kaw); 2. Davey Coombs (Hon); 3. Rodney Phillips (Yam).
125 A: 1. Michael Jones (Kaw); 2. Davey Coombs (Hon); 3. Jeff Glass (Hon).
OPEN B: 1. Michael Sigmund (Hon); 2. Doug Zucco (Hon); 3. Mark Martin (Hon).
250 B: 1. Stephen Crowe (Suz); 2. Wayne Arlet (Hon); 3. Lance Kerr (Kaw).
125 B: 1. Wayne Arlet (Hon); 2. John Bogovich (Kaw); 3. M. Leitenberger (Suz).
OPEN C: 1. Dean Aven (Yam); 2. Matthew Barnhart (Hon); 3. Danny Albright (Hon).
250 C: 1. Mark Neiderhiser (Hon); 2. Robert McNeel (Suz); 3. Tom Obrien (Hon).
125 C: 1. Gregg Simmen (Kaw); 2. Rodger Molnar; 3. Taylor Barnhart (Yam).
85 14-15: 1. John Bogovich (Kaw); 2. Gregg Simmen (Kaw); 3. Brian Oshell (Suz).
85 12-13: 1. Tony Bonace (Hon); 2. Eric Arlet (Hon); 3. Robert Leone (Suz).
85 7-11: 1. David Yezek (Kaw); 2. Jason Phillippi (Kaw); 3. Jeff Decker (Suz).
60: 1. Jason Alworth (Kaw); 2. Robert Sanner (Kaw); 3. Steve Loveday (Kaw).

Wright tops Rocky Mountain MX

By Larry Johnson

LAKEWOOD, CO, MAR. 30

The Easter Sunday race at Rocky Mountain was not a SRAC points race for the 80cc Expert class competitors so some of the big guns weren't on hand. That allowed some of the other riders in the class an opportunity to show their stuff, and Kawasaki-mounted John Wright, who recently advanced to the Expert ranks, did just that.

In the first 80cc Expert class moto, Wright and Scott Fulcher, who was also aboard a Kawasaki, left the pack behind at the start. Fulcher held the initial lead, but Wright took over the point position and appeared to be gone. Fulcher changed all that when two laps later he took the lead back for good. Wright and Jeff Hopkins crossed the finish line right behind winner Fulcher, with Wright taking second and Hopkins third.

Results

60 NOV: 1. Jason Tice (Kaw); 2. Barry Lynch (Kaw).
80 NOV (GRP 1): 1. Tim Stroh (Hon); 2. Jason Wright (Yam); 3. Kurt Schwartzkopf (Hon).
80 NOV (GRP 2): 1. Eric Ricke (Kaw); 2. Jim Frazier (Kaw); 3. Kurt Schwartzkopf (Hon).
80 AM: 1. Justin Hughes (Kaw); 2. Shawn Morgan (Kaw); 3. George Peasley (Yam).
80 EX: 1. John Wright (Kaw); 2. Scott Fulcher (Kaw).
125 NOV: 1. Randy Schooley (Yam); 2. John Mervin (Yam); 3. Derek Nathe (Hon).
125 AM: 1. Gil Murray (Kaw); 2. Gene Bashline (Hon); 3. John Wright (Kaw).
125 PRO: 1. Stacey Cook (Hon); 2. Mark Flesia (Kaw); 3. Tim Buchli (Yam).
250 NOV: 1. Clint Vahsholtz (Suz); 2. Daniel Tharp (Kaw); 3. Dick Ham (Kaw).
250 AM: 1. John Rothrock (Yam); 2. Terry Kappelmann (Yam); 3. Fyras Kalb (Suz).
250 PRO: 1. Jim Mitchell (Suz); 2. Kip Sandell (Yam); 3. Derek Brown (Kaw).
OPEN NOV: 1. Tim Redfern (Hon); 2. Chris Kroese (KTM); 3. John Campbell (Yam).
OPEN AM: 1. Brian Davis (KTM); 2. James Blissett (Hon); 3. Thomas Huard (Yam).
VET AM: 1. David Wilson (Hon); 2. Bobby Hancock (Kaw); 3. Mike Reedy (Yam).
VET EX: 1. Mark Poindexter (Yam); 2. Dave Wollaston (Suz).
SR AM: 1. Ken Miller (Kaw); 2. Dave Wollaston (Suz).
SR EX: 1. Dave Wollaston (Suz); 2. Curt Becker (Kaw).

McGary doubles at Midland MX

By Walter Parks

MIDLAND, TX, APR. 6

Kawasaki-mounted Brian McGary scored a double victory in the opening round of the West Texas Spring Motocross Championship Series at Midland Raceway. McGary dominated the 125 and 250cc Expert classes as he led both from start to finish.

Moto one of the 125cc class saw McGary motor from the start to finish leaving rest of the field scrambling for position behind. The second moto was much of the same with McGary leading wire-to-wire with Yamaha-mounted Scott Foster claiming second overall and KTM pilot Mike Gillit rounding out the top three.

McGary's magic continued in the 250cc Expert class with a holeshot to checkers win in both motos. Gillit moved up a notch to finish second overall with Kawasaki-mounted Monte Sullivent slipping into third in the tightly contested field of 250cc Experts.

In the 125cc Intermediate class, Trevor Parks grabbed the holeshot on his Honda and led from start to finish in the first moto. The second moto, however, was a different story after he crashed and suffered a flat tire. Meanwhile, Shannon Manney inherited the lead on his Kawasaki only to be nosed out at the finish line by KTM-mounted Brian Bibby; Bibby took the overall with Manney second and steady Stevie Burns finishing third overall.

The 250cc Intermediates saw Joe Don Jordon and Lee Upton swapping moto wins with Jordon capturing the overall. Upton was second and Kenny Brown third.

Novice rider Tony Wright motored his Kawasaki to twin moto wins to take the overall in the 125cc class with Mike Mitchell cruising to second and Honda-mounted James Hogeland scoring a third. In the 250cc Novice portion of the program, Hogeland took charge with the overall win while Mike Thompson followed for second and Rick O'Donnell took third.

Open class rider Wayne Daniell beat Drew Johnson to win the overall with Ted Powell and Hogeland finishing third and fourth, respectively. The Over-30 class saw Ellery Stowell ahead of Mike Sparks to take the overall.

Results

60: 1. Jason Leding; 2. Shay Manney; 3. Larry Adams.
80 NOV: 1. Shay Manney; 2. Jason Leding; 3. Travis Jackson.
80 INT: 1. Kevin Foster; 2. Courtney Walker; 3. Joe Gabbard.
80 EXP: 1. Danney Allen; 2. Shannon Cook.
125 NOV: 1. Tony Wright; 2. Mike Mitchell; 3. James Hogeland.
125 INT: 1. Brian Bibby; 2. Shannon Manney; 3. Steve Burns.
125 EX: 1. Brian McGary; 2. Scott Foster; 3. Mike Gillit.
250 NOV: 1. James Hogeland; 2. Mike Thompson; 3. Rick O'Donnell.
250 INT: 1. Joe Don Jordon; 2. Lee Upton; 3. Kenny Brown.
250 EX: 1. Brian McGary; 2. Mike Gillit; 3. Monte Sullivent.
OPEN: 1. Wayne Daniell; 2. Drew Johnson; 3. Ted Powell.
OVER 30: 1. Ellery Stowell; 2. Mike Sparks.

Rinkes sweeps Expo Stadium Trials

By Russ Cazier

PORTLAND, OR, APR. 4, 5, 6

Duane Rinkes took a first day lead in the Montesa West Stadium Trials and never let go. The stadium trials, conducted as part of the Pacific Northwest Motorcycle/Bicycle Expo, was part of a nearly non-stop entertainment package of trials, BMX and skateboard freestyle demonstrations.

Eleven Northwest Expert-ranked trials riders competed in five observed trials spaced over the three-day Expo, and Rinkes won all but the third event. Jud Schaefer and Jay Terry had him in sight, but Rinkes didn't falter, finishing with wins in both events on Sunday. One rider, Kevin Krahel,

PHOTO BY RUSS CAZIER

Jud Schaefer gets air at the Portland Stadium Trials event in Oregon

was injured in practice and had to drop out.

All the riders had good things to say about stadium trials. Tom Young, the organizer of the event, said, "This is probably the wave of the future. We put this on inside a building, with about 10,000 square feet of space, some sawdust, 10 man-made obstacles and some bleachers. You can do this just about anywhere."

Kary Krahel had further comments. "You know, trials riders don't usually work before much of a crowd, but in a stadium trials the spectators can see every move you make. If you can get on a roll they really pump you up."

The sections included a rather beat-up van to get over, a car to be traversed in both directions, a 30-foot teeter board, and several wooden pyramids of varying height. Section nine was a real crowd pleaser, requiring the trialers to go over a car then balance on a narrow plank for 10 seconds. Several riders shut off their machines and restarted them; Terry stood on top of his bike and Duane Rinkes, not to be outdone, took off his helmet in one event and did a head stand on his carefully balanced motorcycle.

Results

1. Duane Rinkes (Fan); 2. Jud Schaefer (Yam); 3. Jay Terry (Yam); 4. Brad Skreen (Bet); 5. Keith Roper (Fan); 6. Kary Krahel (Bet); 7. Jim Backstrand (Yam); 8. Paul Endres (Yam); 9. Jay Lael (Fan); 10. Tom Young (Bet).

Polen wins CRRC opener in Texas

By Scott Schaefer

COLLEGE STATION, TX, MAR. 30

A record crowd of spectators and racers showed up at the CRRC season opener Sunday, coming to collect the factory contingencies and watch the close action for the cash. Doug Polen won all three money classes including the A and B Production on a Suzuki GSXR and also taking the 500cc Interceptor race. Polen apparently took the money and ran and was noticeably absent at the trophy presentation.

The race day started with three-lap heat races for the Money classes. Polen took the pole for the Interceptor race with Mark Andrews and Alfred Bernard taking second and third places, respectively. In B Production, B.B. Montemayor got the holeshot and finished a solitary first, followed by Kosar Racing's Ottis Lance and Meril Moen with all three on Suzukis. A Production was the closest with a spectacular three man draft to the finish with Lance followed by Moen and Polen with all riders GSXR1100-mounted.

A record number of races were run this weekend, with 18 separate races.

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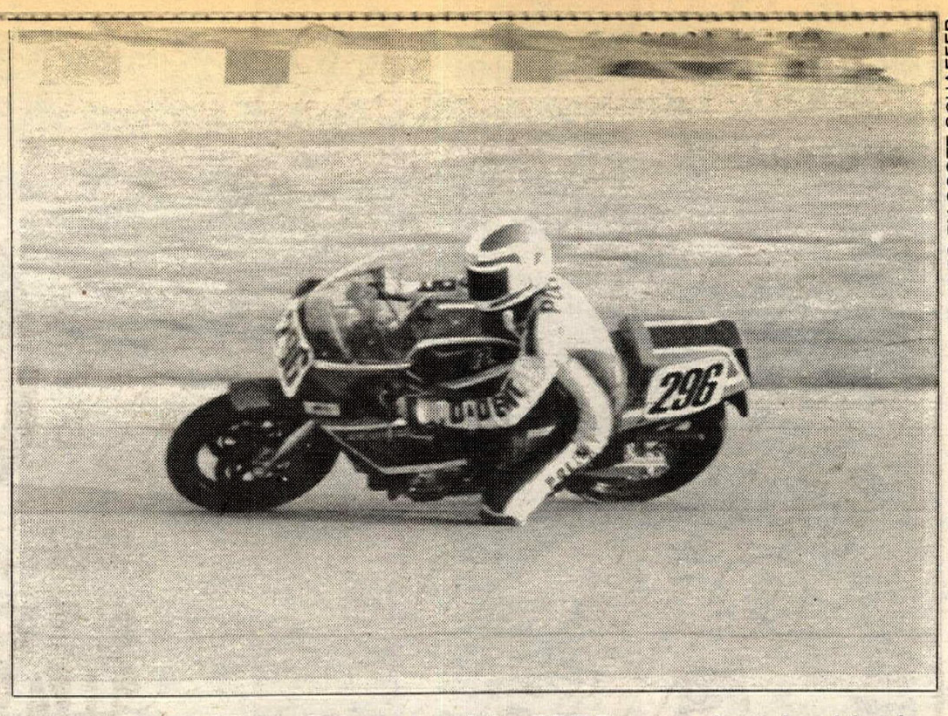

PHOTO BY SCOTT SCHAEFER

GSXR-mounted Doug Polen started the CRRC season in style with wins in all three money classes in College Station, Texas.

Some of the classes were combined, but the larger classes had to be divided between Novice and Expert to accommodate the record 164 entries.

The C Production Expert race welcomed two, one-day-old FZ600s to the track, with veteran Deviate Vernon Davis and Paul Smith winning easily over the rest of the field. Phillip Fisher took his antique FJ600 to third, still collecting some Yamaha money. Davis also won C Superbike with Fisher taking a distant second and Robert Bradlaw an also distant third on a Yamaha.

Polen took an easy lead in the Interceptor race, but the battle for second raged on between Mark Andrews, Mike Sigman, and Alfred Bernard. Sigman held on until the halfway point when Andrews slipped by on the front straight. Sigman and Bernard continued battling until they clipped each other on the next lap with Sigman going down and out of the race. Bart Winters went on to take third. Andrews is in his first full season of roadracing after switching from motocross late last year.

Polen cruised to an easy win in B Production, but the battle for second was interesting. Moen and Lance, looking like twins in their matching team leathers, stayed within two bikelengths of each other the whole race with Lance leading. But on the last lap, Moen sneaked up on the unsuspecting partner and drafted by at the finish line, taking second by only six inches. It was so close that the scorers and starter had to hold a meeting to make sure they all saw the same thing. Thankfully, the racers agreed with the results.

Superbike A was the last race of the day, and the field of 12 got off to a blazing start. It looked like a repeat of the heat race at first with Polen leading by a narrow margin over Lance and Moen. Polen and Lance were within two bikelengths and Moen was about five lengths behind until the third lap when he washed out the front end on the righthand turn three. He escaped without injury, but the Suzuki suffered a lot of superficial damage. Matt Maschmann and Robert Taylor crept on the leading duo, who continued their close race for the lead. On the fourth lap, Lance missed a shift in the infield and it was a mistake he could not make up for. "Our bikes were so close to each other in power, once I was out of his draft, I just couldn't make it up," said Lance after the race. Polen won the final by three bikelengths, followed by Lance, Maschmann, Taylor and Ronald Barnes.

Top Novices on the day were Kevin Usai and Roy Lewis. Usai won the A Superbike and F-1 Novice classes on his Honda 1100F and Lewis took his RZ350 to victory in both C and D Production.

Results

A PROD EX: 1. Doug Polen (Suz); 2. Ottis Lance (Suz); 3. Matt Maschmann (Suz).
A PROD NOV: 1. Alan Spears (Yam); 2. Michael Meeks (Suz); 3. Robert Branton (Suz).
B PROD EX: 1. Doug Polen (Suz); 2. Meril Moen (Suz); 3. Ottis Lance (Suz).
B PROD NOV: 1. Robert Branton (Suz); 2. Michael Meeks (Suz); 3. Steve Plentl (Yam).
C PROD EX: 1. Vernon Davis (Yam); 2. Paul Smith (Yam); 3. Phillip Fisher (Yam).
C PROD NOV: 1. Roy Lewis (Yam); 2. Larry Schwarzbach (Hon); 3. Oliver Billingsley (Yam).
F-1 EX: 1. Mark Gerow (Yam); 2. Jeff Berglund (Suz); 3. Andre Vandenberg.
F-1 NOV: 1. Kevin Usai (Hon); 2. Danny Sanders (Yam); 3. Frank Klementich (Hon).
F-2 EX: 1. Doug Polen (Arm); 2. Ivan Faroh (Duc); 3. David Robison (Hon).
F-2 NOV: 1. Carlton Campbell (Suz).
F-3 EX: 1. Roy Alsobrook (Yam); 2. David Best (Yam); 3. David Robison (Hon).
F-3 NOV: 1. Joseph Pittman (Kaw); 2. Oran Boyett (Yam).
A SUPERBIKE EX: 1. Matt Maschmann (Suz); 2. Mark Gerow (Yam); 3. Robert Taylor (Suz).
A SUPERBIKE NOV: 1. Kevin Usai (Hon); 2. Alan Spears (Yam); 3. Terry Amberland (Hon).
B SUPERBIKE EX: 1. B.B. Montemayor (Suz); 2. Lloyd Olson (Yam); 3. Mark Gerow (Yam).
B SUPERBIKE NOV: 1. Terry Amberland (Hon); 2. Steve Plentl (Yam); 3. Tim Kammer (Yam).
C SUPERBIKE EX: 1. Vernon Davis (Yam); 2. Phillips Fisher (Yam); 3. Robert Bradlaw (Yam).
C SUPERBIKE NOV: 1. Frank Klementich (Hon); 2. Oliver Billingsley (Hon); 3. Tracy Leblanc (Yam).
D SUPERBIKE EX: 1. Mike Cook (Yam).
D SUPERBIKE NOV: 1. Oliver Billingsley (Yam); 2. Roy Lewis (Yam); 3. Bradley Rehl (Yam).
HONDA 500 INT: 1. Doug Polen; 2. Mark Andrews; 3. Bart Winters.
CLUBMAN EX: 1. Seth Avant (Hon); 2. George Lloyd (Hon); 3. Roy Alsobrook (Yam).
CLUBMAN NOV: 1. Butch Lake (Hon); 2. Phillip Davies (Suz); 3. Joseph Aleman (Kaw).
VINTAGE 0-500 EX: 1. Dennis Leggett (Tri).

Vincent brothers take Monterey ST

By Mike Vancil

MONTEREY, CA, APR. 5

Gary and Dean Vincelet, both sponsored by Alma Transport, took their 500cc Yamaha TT shared ride to victory in the AMA-sanctioned R& D Enterprise, Inc.-promoted Monterey short track event that made up round six of seven constituting the spring Hi-Point series.

First it was Gary in the 500cc Novice Division I event as he rode a flawless race, leading from the green light to the checkers without a single bobble. The two riders who have been a problem in the past for Gary crashed out of the event together in turn two while battling for second place. At the time of the spill Patrick Vacchieri on his Redwood City-based Yamaha four-stroke had a slight advantage over similarly mounted Steve Stewart from San Jose. Both were able to get themselves and their machines off the fast action one-eighth-mile oval, but taking over second and holding it to the checkers was Salinas' Karl Thoeni.

When the action got to the 500cc Junior final the fans had already selected their favorite in the 11 rider field and Dean Vincelet didn't let them down. At the green light he powered to a holeshot and wrestled the bike to the pole in turn one. At the exit he had a clear one-bikelength lead on the field, but couldn't seem to extend it beyond that advantage. Hard on his back wheel was Chris Thoeni, also from Salinas and on board another of the popular Yamaha TTs. Dean's fans had to have their fingers crossed for good luck as he had blown an engine in the 250cc Junior final while in the lead just less than 20 minutes prior to this event. Lap after lap Thoeni chased Vincelet, but gained not one foot during the 12-lap final. In fact, all who were watching the up-front battle were surprised when Suzuki-mounted Joe Carrera of Gilroy moved into challenge Thoeni and on the 10th lap took second place away from him. Time and laps ran out before Carrera could begin an earnest challenge to Vincelet.

Results

PEE WEE (3-5): 1. J. J. Sherrill (Yam).
PEE WEE (6-8): 1. Brian Sgheiza (Yam); 2. Curtis Peebles (Yam).
60 MINI: 1. William Luker (Kaw).
80 MINI: 1. Travis Shute (Yam).
250 NOV DIV I: 1. Manuel Ponte III (Hon); 2. Patrick Vacchieri (Yam); 3. Joe Kamm (Yam).
250 NOV DIV II: 1. Pete Ghiglione (Hon); 2. Cory Perreault (Suz); 3. Steve Stewart (Yam).
250 JR: 1. James Higuera II (Hon).
500 NOV DIV I: 1. Gary Vincelet (Yam); 2. Karl Thoeni (Yam); 3. Kevin Porter (Yam).
500 NOV DIV II: 1. Peter Ghiglione (Mai); 2. Cory Perreault (Bul); 3. Joe Kamm (C-A).
500 JR: 1. Dean Vincelet (Yam); 2. Joe Carrera (Suz); 3. Chris Thoeni (Yam).

Purvis storms FL/GA finale

By Gwen Millan

FITZGERALD, GA, MAR. 16

Honda-mounted J.C. Purvis stormed the 250cc Amateur class at the final round of the FMC Florida/Georgia MX Series, winning both motos over current FMC points leader Mike Houston (Kawasaki).

In moto one, Houston led the 250s from the start on the stadium-style motocross track, followed by Purvis, Brian Hall (Honda), and Clay Phares (Honda). Purvis overtook Houston on lap three, and by lap four had a good-sized lead. Near the end of the moto, lapped riders became a factor, and the battle for the lead heated up, with Houston charging hard to regain the top position. His efforts were to no avail, and at the checkers it was Purvis first, followed by Houston, Hall and Phares.

In moto two, Houston again grabbed the holeshot, with Phares on his heels this go-'round. Purvis appeared to be sandbagging, hanging behind the front runners, waiting for the break he needed; Hall was in fourth. Wasting no more time, Purvis outpowered Phares, then took off after Houston. The two diced until Purvis motored past Houston and held him off till the checkered flag. Purvis' 1-1 tally earned him the overall victory, with Houston second overall; Phares' 4-3 rides earned third overall.

The Senior class battle in the eight-week series between Ernie Millan (Ernie's Cycle/Castrol/TDR Reeds) and Robert Godfrey from Thomasville ended with a tie for first in points.

Results

PEE WEE: 1. Billy Scott (Yam).
MINI A: 1. Tony Young (Kaw).
MINI B: 1. Brian Turner (Kaw); 2. Nathan Bissette (Kaw).
MINI C: 1. Travis Blackburn (Kaw); 2. Mike Work

(Kaw); 3. John Gentilcore (Kaw).
60: 1. Billy Henly.
125 A: 1. Keith Epps (Hon); 2. Mike Williams (Suz); 3. Mark Cozier (Hon).
125 B: 1. Jeff Beasley (Kaw); 2. Michael Waller (Kaw); 3. Keith Jones (Kaw).
125 C: 1. Larry Perry (Kaw); 2. T.J. Brantley (Kaw); 3. Hugh Adams.
250 B: 1. Tom Bates (Yam); 2. Jeff Davis (Kaw); 3. Paul Caropreso (Kaw).
250 C: 1. J.C. Purvis (Hon); 2. Mike Houston (Kaw); 3. Clay Phares (Hon).
OPEN A: 1. Kevin Brule (Kaw); 2. Ernie Millan (Hon); 3. Robert Godfrey (Yam).
OPEN B: 1. Tom Bates (Hon); 2. Pete Hammock (Kaw); 3. Todd Lancaster (M-S).
WOMEN: 1. Kathy Millan (Hon); 2. Dean Jonier (Yam).

Atkins nails Colorado win

By Larry Johnson

CO. SPRINGS, CO, MAR. 23

Young Andy Atkins led both motos from start to finish in winning today's 80cc Expert class on his Yamaha. Atkins beat Dino DelTurco in the first moto and Jared Ramsour in the second to capture the overall.

Atkins grabbed the holeshot in turn one of moto one followed by Jeff Hopkins and Robert Revoir. The two followed Atkins for three laps, but suddenly Ramsour burst past both of them to take over the runner-up spot. That didn't last long, however, as Ramsour smashed into a berm and crashed; he remounted near the rear of the pack while Atkins continued to stretch a lead over the field.

DelTurco, meanwhile, was charging through traffic after an eighth-place start, and on lap four, he passed Revoir for third place. On the next lap he zapped Hopkins to take over second, but he couldn't catch Atkins. Ramsour put in an excellent effort to regain third by the checkered flag.

Hopkins and Revoir again chased Atkins into turn one of the second moto while Ramsour and DelTurco were stuck in mid-pack. Ramsour, however, shot to second on the second lap and stayed glued to Atkins the rest of the way to take second overall. DelTurco was able to reach third on the same lap while slowly gaining on the leaders. He ran out of time, however, and had to settle for third overall.

Dave Wollaston, the defending State Champion, easily won both Senior Expert motos, but each time he had to pass Terry Frydendall, who nailed both holeshots. Wollaston trailed Frydendall for over a lap in round one, before jamming past and pulling away. Frydendall and Vic Barlish contested second for half the moto when Byron Wolf came from nowhere and left them in his dust. Barlish eventually took over third and held it to the end.

Wollaston and Wolf were right behind Frydendall coming out of the first turn in moto two and Wollaston wasted no time taking the lead. While he was promptly pulling away, Wolf was spending three laps trying to find a way around Frydendall. Once past, Wolf also pulled away while Barlish was again able to displace Frydendall for another third.

Bobby Hancock was a perfect 1-1 in the Senior Amateurs. In both motos he finished far ahead of James Yehl and Ken Miller.

Results

60 NOV: 1. Jason Tice (Kaw); 2. Dan Wienrank (Hon).
80 NOV GROUP 1: 1. Jody Sabados (Kaw); 2. Kurt Schwartzkopf (Hon); 3. Jeff Dressel (Hon).
80 NOV GROUP 2: 1. Eric Ricke (Kaw); 2. Jason Wright (Yam); 3. Micah Moyes (Kaw).
80 AM: 1. George Peasley (Yam); 2. Brendon Johnson (Kaw); 3. Shawn Gregory (Suz).
80 EX: 1. Andy Atkins (Yam); 2. Jared Ramsour (Kaw); 3. Dino DelTurco (Yam).
125 NOV: 1. Randy Schooley (Yam); 2. Joshua Lewis (Kaw); 3. Jeff Meer (Hon).
125 AM: 1. Gil Murray (Kaw); 2. John Hoppe (Kaw); 3. Rick Greenlee (Yam).
125 PRO: 1. Mark Flesia (Kaw); 2. Stacey Cook (Hon); 3. Tim Buchli (Yam).
250 NOV: 1. Clint Vahsholtz (Suz); 2. Kevin

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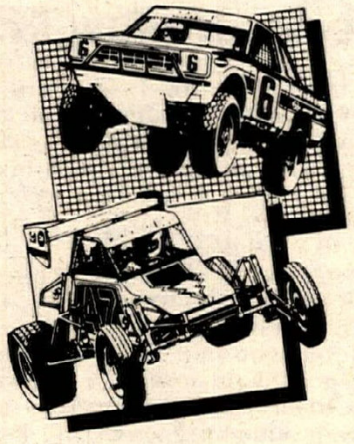

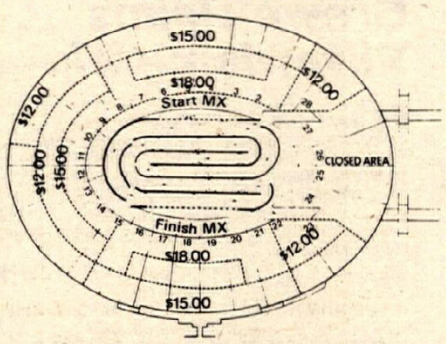

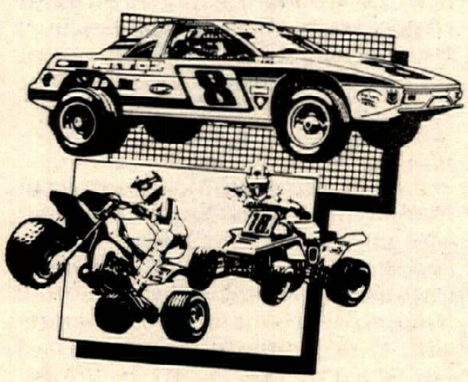

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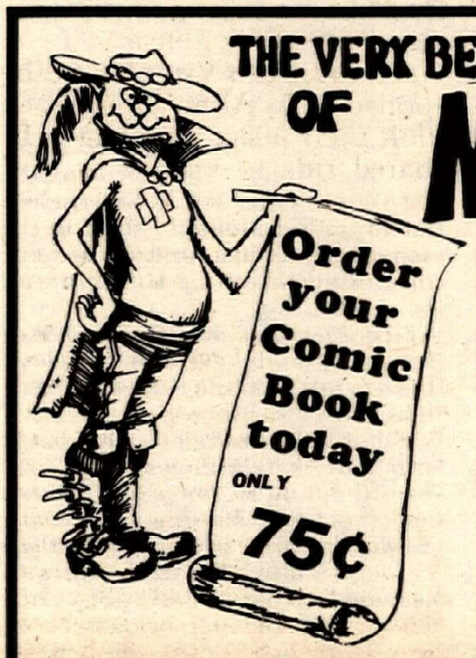

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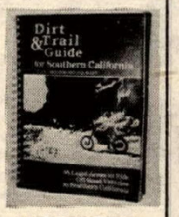

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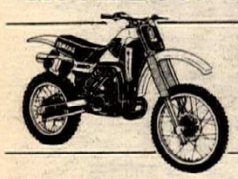

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PHOTO BY THOM VEETY

The 250cc Expert class at Sleepy Hollow, Pennsylvania, enters turn one with eventual winner Michael Moore (121) following David Green (281).

Magee (Hon); 3. Jarrett Leadens (Yam).
250 AM: 1. H.C. Ryberg (Kaw); 2. Don Paulovich (Hon); 3. Kurt Eichacker (Hon).
250 PRO: 1. Arlo Englund (Yam); 2. Dave Newell (Kaw); 3. Randy Warren (Kaw).
SR AM: 1. Bobby Hancock (Kaw); 2. James Yehl (KTM); 3. Ken Miller (Kaw).
SR EX: 1. Dave Wollaston (Suz); 2. Byron Wolf (Hon).

Moore scores at Sleepy Hollow MX

By Thom Veety

FREDRICKSBURG, PA, MAR. 29

Michael Moore was the big winner at Sleepy Hollow MX Park in the track's second race of the season, held the day before Easter. Moore took his Yamaha to the overall wins in both 250cc and Open Expert classes.

Moore, who said he didn't have a very good winter series in Florida, came to Sleepy Hollow ready to turn things around. In Open Expert action he grabbed the early lead ahead of Team Hunter's Keith Mann, Chuck Weinberg, Tony Duboski and David Green. Moore held off the hard charging Duboski and Mann to take the wire-to-wire win.

Don Houtz grabbed the early lead in moto two with Moore in second followed by Jerry Seip, Ken Rohn, Mann and Green. Moore made a good move and passed Houtz on lap two and never looked back as he took an easy win. Mann finished second ahead of Weinberg who came back from a mid-pack start, Houtz and Green.

James Hauer gated first in the first 250cc Expert class qualifier before crashing and losing his lead to David Green. Mickey Pintoney followed in second ahead of Rick Pinney, Chip Cracher and Action Photos-sponsored Dag Boyesen. Green held his lead and took the win followed by Pintoney, Pinney, Boyesen and Cracher. The second qualifier was all Mike Moore with a wire-to-wire win over Tony Duboski, Chris Coleman, Barry Carsten and Kevin McCarthy.

The 250cc Expert class final saw David Green take the early lead with Moore, Hauer, Mann and McCarthy all in the hunt. Green held the lead for three laps before Moore was able to take over. But the race wasn't over yet as five riders had grouped together way out in front of the rest of the pack with each of them capable of taking the win. Moore had the lead, Green was second ahead of McCarthy, Mann and a hard charging Chris Coleman. Coleman got around Mann and McCarthy and set out after the leaders with less than a lap to go. Coleman caught up to Moore and Green on a pair of double jumps before the final straight he cleared the first set, squared took the next set and flew down the final straight passing both Moore and Green for the win. Moore took the overall with 1-2 finishes. Coleman was second with 1-3 motos and Green took third with a 1-5 day.

Results

OPEN AM: 1. Joe Bzorosky (Hon); 2. Mike Goff (Cag); 3. Scott Nickerson (Hon).
OPEN EX: 1. Michael Moore (Yam); 2. Keith Mann (Yam); 3. Chuck Weinberg (KTM).
MINI SR AM: 1. Matthew Bond (Hon); 2. Eric Boyer (Yam); 3. Charles Morris (Kaw).
JR MINI: 1. Shawn Martin (Suz); 2. Jason Prohopchak (Kaw); 3. Michael Lindsay (Yam).
60 MINI: 1. Pierron Reasner (Kaw); 2. Johnathan Lloyd (Kaw); 3. Robert Hummer (Kaw).
MINI SR EX: 1. Steve Herman (Kaw); 2. Ty Wallace (Kaw); 3. Dennis Dillin (Kaw).
250 AM: 1. Paul Povilaitis (Suz); 2. Bill Wrede (Yam); 3. Steve Bradway (Kaw).
250 EX: 1. Michael Moore (Yam); 2. Chris Coleman (Kaw); 3. David Green (Yam).
250 NOV: 1. Joseph Marino (Hon); 2. Scott Humphries (Hon); 3. Dean Stanley (Suz).
SR EX: 1. Jeff Matlack (Yam); 2. Joe Yagloski (Yam); 3. Tom Brennan (Hon).
SR AM: 1. Steve Petercsak (Hon); 2. David Kindness (KTM); 3. Les Nye (Suz).
SUP SR: 1. Glenn Muzzy (Kaw); 2. Phil Reasner (Kaw); 3. Bill Malone (Hon).
125 AM: 1. Tim McDonough (Kaw); 2. Terry Kuhn (Kaw); 3. Chris Netelhos (Hon).
125 EX: 1. James Hauer (Hon); 2. Kevin McCarthy (Kaw); 3. Robert Hayes (Kaw).
125 NOV: 1. Stanley Ponlsen (Suz); 2. Jason Novoshelski (Yam); 3. Scott Urban (Yam).

Grewe claims Silverdome win

By Angie LaRocco

MILLINGTON, MI, MAR. 30

Keith Bowen, Yamaha Pro MX star, visited his old stomping ground for round four of the Silverdome MX Series at Bulldogs and, along with his younger brother Greg, put on a fast-paced show in the 125cc A class, but it was John Grewe taking the win.

The class had to be broken down into two qualifiers with Todd DeHoop, John Grewe, Mike Roth and Chris Stanik pulling out an early lead. Stanik passed Roth for third, then DeHoop lost it, giving the lead to Grewe and second to Stanik. DeHoop fought his way back to a third-place finish.

The second heat ended up being the "Bowen Show". Matt Crown darted to first with Greg Bowen a close second. Bowen passed Crown in the second lap to take the lead. By mid-race, Keith Bowen had moved up from his fifth-place start to challenge his brother. The elder Bowen chased his young brother for about a lap and then took over the lead for the moto win.

Grewe pulled the holeshot in the final but Terry Young quickly took over the number one slot. DeHoop shot past Grewe for second, while the Bowen brothers were fighting their through traffic. Young went down leaving DeHoop and Grewe to battle for the lead. DeHoop held on for the moto win but Grewe captured the overall.

The 125cc B again had to be divided into three qualifiers with Kenny Kizzar, David Beckington and Gary Geiger topping their heats. Kizzar pulled a sizeable lead in the final, nailing down the overall, with Jamie McLean passing Chris Lemmon for second, who held on with a 2-3 score for third.

In 250cc B final action, qualifier winners Kizzar and McLean shot in to the lead, avoiding a first-corner pile-up that took out third qualifier winner Scott Morris. Kizzar pulled out his second class win with McLean doubling with two seconds.

Richard Godshall showed four motos of 7-11 competitors the way around the track, scoring first overall in both the 60cc and 80cc Junior classes.

The firsts moto of the 250cc A class was restarted after a rider protested another for jumping the starting gate. Tempers flared as the riders rolled back up to the gate for their shot at completing their first moto. DeHoop, Stanton and Buchalter were in command on the first start, but when the gate fell again, Stanton was caught up in traffic. DeHoop shot out for the lead followed by Matt Crown, Mike LaRocco and Keith Bowen. Bowen picked off his Amateur counterparts for the lead with DeHoop holding a firm second and LaRocco charging to third with Roth finishing fourth.

The second moto had Stanton back in control with DeHoop, Buchalter, Roth and LaRocco jockeying for position. DeHoop had second locked in when he popped off a jump wrong and crashed into a fence putting him back to fifth. Buchalter also went down moving Roth into second and LaRocco up to third. Stanton, Roth and LaRocco took the checker in that order; however, Roth's 2-3 score gave him the overall win and LaRocco's 2-3 awarded him second with Stanton rounding out the top three.

Results

125 JR: 1. Greg Bowen (Yam); 2. Jeff Beckington (Yam); 3. Mike LaRocco (Yam).
80 JR: 1. Richard Godshall (Yam); 2. Justin Jarrett (Yam); 3. Mason Robertson (Yam).
60: 1. Richard Godshall (Kaw); 2. Steven Castro Jr. (Kaw); 3. Peter Zerial (Kaw).
80 SR: 1. Brian Swink (Kaw); 2. Steve Bulyovsky (Kaw); 3. Jason McDermitt (Kaw).
WOODS SR: 1. Barry Mayo (M-S); 2. Keith O'Boyle (Yam); 3. John Warren (Kaw).
WOODS JR: 1. Dave Curry (Yam); 2. Archie Bryde (Hon); 3. Gary Saya (Yam).
125 A: 1. John Grewe (Kaw); 2. Todd DeHoop (Yam); 3. Matt Crown (Yam).
125 B: 1. Kenny Kizzar (Yam); 2. Jamie McLean (Yam); 3. Chris Lemmon (Kaw).
250 A: 1. Mike Roth (Yam); 2. Mike LaRocco (Yam); 3. Jeff Stanton (Yam).
250 B: 1. Kenny Kizzar (Yam); 2. Jamie McLean (Yam); 3. Jeff Deveroux (Hon).
OPEN A: 1. Jeff Stanton (Yam); 2. Kris Biegelow (Hus); 3. Robert Wagner (Kaw).
OPEN B: 1. David McPherson (Kaw); 2. John Vens (Yam); 3. John Love (Hus).

McPhee wins Coyote Hills HS

By Bill Spencer

SAN JOSE, CA, MAR. 30

Lance McPhee, won overall in the three-event Coyote Hills Hare Scrambles put on by the Los Altos Dirt Bikers at San Jose's Metcalf Road facility. It was a great event with narly 200 riders out for points in the AMA D-36 Cross Country championship.

An overcast Easter Sunday morning greeted the riders along with lovely bunnies at the sign up with the first race for Juniors and Experts off at 9:30. Jeff Irwin caught traction after the second kick and led out the big boys over the 6.7-mile grassy rock pile. The course started up hill on the motocross track and then went downhill toward the valley before picking up the ex-rock pile.

Completing lap one in just 20 minutes was Lance McPhee on his RM Suzuki, with 30 seconds on Dan

Neilson and another 10 seconds before Dave Bertram, Irwin and Dukie Dowell would slide by. Ed Marchini led Eddie Diaz and sandwiched Gary Fargo doing a right fine job on his KX125 amongst the bigger bores.

McPhee continued his leading chores through the second lap with 25 seconds on Neilson. Bertram and Irwin now a minute back with Fargo closing up over Dowell and Diaz. Ken Kramasz appeared to have fourth Open Expert with Erik Schaffer chasing Marchini in the 250cc run. Juniors Greg Bailey and Robert McBroom led the second lap in 250cc and Open field with Jeff Church tops in the tiddler class but with Paul Henry close in tow.

Church would come by on the next lap asking how far ahead the guy in front was and the club guys would heckle, "just a few minutes." Church made up the time and topped the overall Junior class on his KDX by more than two minutes.

On lap three, McPhee pitted and got caught in the process by Bertram, who didn't. The Red Neck Roosters have to practice some more with Mac Robertson to get the gas can in the right spot. Irwin was still a minute in arrears with Fargo still leading Dowell, Diaz and Marchini.

Lap four saw only a 10-second spread between McPhee and Bertram while Neilson stalled in the mud hole at the gas stop. Dowell pitted and the KX got by with Church still holding off the Juniors. Brent Paterson got by McBroom somewhere on the last lap to top the Open Juniors and take second overall Junior with Greg Bailey first 250cc Junior and fourth overall.

The checkers fell right at the 1-1/2 hour mark, and five seconds later McPhee took the deserved win by about 15 seconds over Bertram's Husky. So, City Cycles Neilson was third, three minutes back with Irwin right behind, all on Huskies.

"I wished it had been longer," Irwin said. "I crashed hard in the rocks, but it was a real good course." Dowell turned the fifth overall on the Suzuki, almost four minutes up on Fargo, all asmile, with Eddie Diaz seventh overall on the Richmond Yamaha YZ490. Marchini's Carmichael Honda was eighth with Don Hoagland ninth on a KX just 20 seconds in arrears and Russ Cracknell 10th on his Suzuki another minute back.

Camel Pro Series flat tracker Bobby McDonnell was looking for a fun way to get ready for the Ascot TT and so he tried the Cross Country scene and overalled the Novice race, getting a Junior card in the interim from D-36 steward Ray Hinson. The win was a close one, though. "I had a real tussle throughout with this other CR500," said McDonnell. "It was fun." It must have been as they swapped the lead and McDonnell won by three seconds.

Doug Abrams led all laps in the 250cc Novice on his Oilzall Yamaha with Joe Carter second while Harold Harris won the 200cc class on his Cagiva by seven minutes.

Results

OVERALL EX: 1. Lance McPhee (Suz); 2. Dale Bertram (Hus); 3. Dan Neilson (Hus); 4. Jeff Irwin (Hus); 5. Duke Dowell (Suz); 6. Gary Fargo; 7. Eddie Diaz (Yam); 8. Ed Marchini (Hon); 9. Don Hoagland (Kaw); 10. Russ Cracknell (Suz).

OVERALL JR: 1. Jeff Church (Kaw); 2. Brett Patterson (Yam); 3. Robert McBroom (Hon); 4. Greg Bailey (Yam); 5. Jerry Martin (Suz); 6. Jon Schloer (Hus); 7. Paul Henry (Hon); 8. Taz Harvey (Hus); 9. Joe Abrams (Yam); 10. Scott Reynolds (Yam).

200 EX: 1. Gary Fargo (Kaw); 2. Don Hoagland (Kaw).

250 EX: 1. Lance McPhee (Suz); 2. Dan Nielson (Hus); 3. Duke Dowell (Suz).

OPEN EX: 1. Dave Bertram (Hus); 2. Jeff Irwin (Hus); 3. Eddie Diaz (Yam).

200 JR: 1. Jeff Church (Kaw); 2. Paul Henry (Hon); 3. Taz Harvey (Hus).

250 JR: 1. Greg Bailey (Yam); 2. Jerry Martin (Suz); 3. Jon Schloer (Hus).

OPEN JR: 1. Brent Patterson (Yam); 2. Bob McBroom (Hon); 3. Ric Wargo (KTM).

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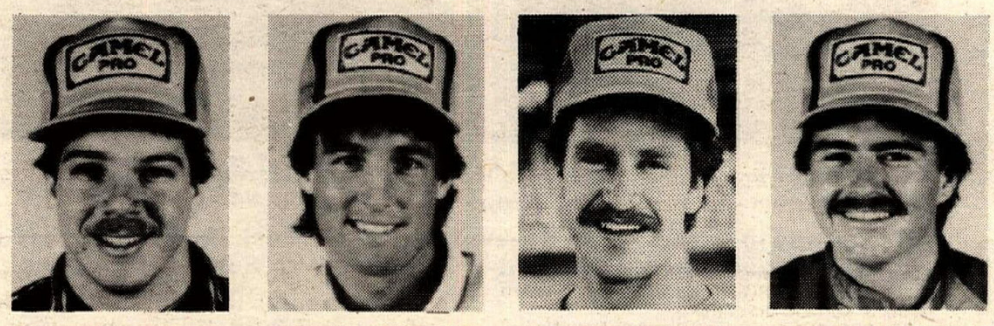

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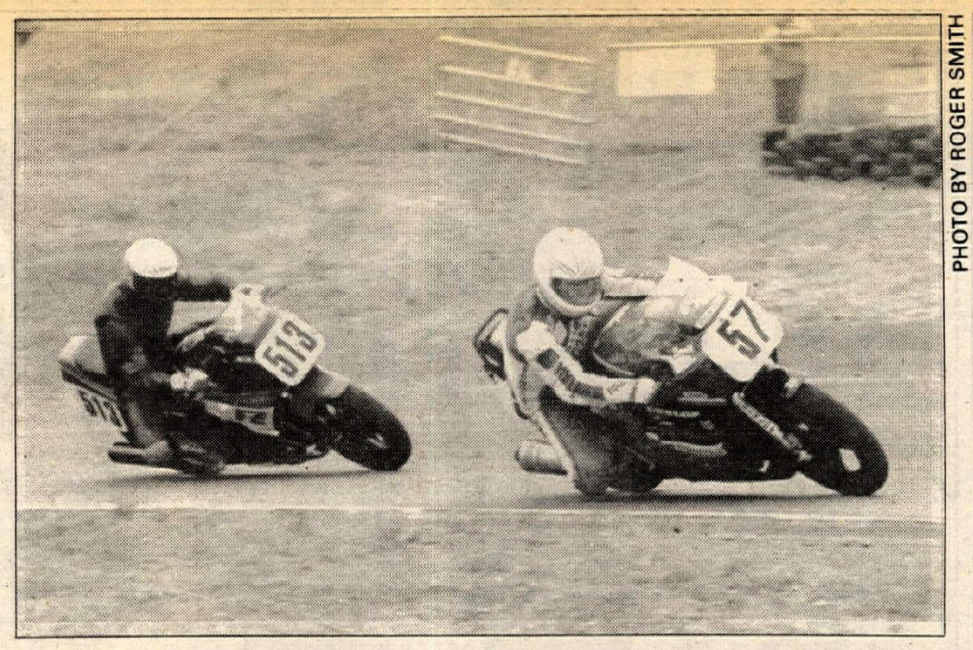


PHOTO BY ROGER SMITH

Scott Gray (57) leads Craig Seher in the 750cc Stock Production class at Sears Point in Sonoma, California; Gray won with Seher finishing third.

VET EX: 1. Pat Brown (Hon); 2. Russ Daley (Suz); 3. Ron Knarr (Hon).
OT EX: 1. Walt Feyling (KTM); 2. Curt McMahon (KTM); 3. Louie Marshall (KTM).
VET JR: 1. Rich Roy (Hus); 2. Greg Houle (Kaw); Mike DeHerrera (Yam).
OT JR: 1. Ed Jardine (Yam); 2. Steve Thompson (KTM); 3. Nick Theroux (Hon).
VET NOV: 1. Dave Eaton (KTM); 2. Brian MacLean (KTM); 3. Mike Rich (Yam).
OT NOV: 1. Les Oldenbrooke (Hus); 2. Frank Roach (Suz); 3. Ken Cosmo (KTM).
200 NOV: 1. Harold Harris (Cag); 2. Bob White (Kaw); 3. Debbie Levy (Yam).
250 NOV: 1. Doug Abrams (Yam); 2. Joe Carter (KTM); 3. Mike Niblet (Hon).
OPEN NOV: 1. Bobby McDonnell (Hon); 2. Bill Cooley (Hon); 3. Mike Norton (Hon).

Gray, Satterlee take Sears Point RR wins

By Roger Smith

SONOMA, CA, MAR. 30

The AFM North's Easter Sunday race, the first money race in the Suzuki GSXR series for northern California, brought out Stock Production races in record numbers. And the total for all classes numbered an astounding 600 entries at Sears Point.

The field was so large that the 750cc and Open Stock classes had to be split into two separate races instead of the usual two-wave start. The 750cc race was run first. It started off with Craig Seher on an FZ750 and Allen Satterlee on a GSXR750 charging into the first corner with their front wheels still in the air. Malcolm Hill flew a little lower and got his Suzuki there first to lead 49 other bikes up the hill. But before the first lap was half over, Scott Gray had his Yoshimura/Dunlop Suzuki in the lead.

Gray held the lead and pushed the machine even faster, turning 1:52 lap times and stretching out his lead. The battle for second place heated up as Satterlee, Hill and Seher each moved from fourth to second and back again. The race looked like it had become a battle for second place, but Gray overheated his tires and was forced to slow. First Satterlee got past him, and in the last two laps Hill and Seher slipped by. Hill and Seher kept up the battle for second, but Satterlee was never threatened. The final order was Satterlee on his Cycle Imports Suzuki, Hill on a Toomey Racing Suzuki and Seher, followed by Gray.

Gray didn't have an Open class Suzuki with him, but when the schedule change was announced, he quickly borrowed a Cycle Imports-sponsored GSXR1100 fitted with a Hi-Sport Michelin rear tire. Morgan Murphy beat Gray off the starting line, but soon saw Gray ride out of sight. After the first lap, Gray held a two-second lead. Don Biava and Chris Steward were dicing for second and a tight knot of riders, including Murphy, Barry Saudan and Matthew Ericson, were battling for fourth. Gray steadily stretched out his lead with consistent 1:50 and 1:51 laps. Bob Reinen joined the dice for fourth, but Ericson settled into the position and was determined to hold it. Steward got in front of Biava and pulled away once they began lapping slower riders. The finish was Gray, Steward and Biava.

In addition to the racing, the fans were provided with answers to two or three questions they hadn't asked. The first was: What does a Superbike racer do on a free weekend? The answer of course is race. Rich Oliver had a free weekend, so he did some fun racing. His first outing of the day was a dice with his wife, Karen Lynaugh, a regular front runner in the F-4 on her Honda. Oliver joined the event on a 125cc motocross machine and was shown which of the family was the F-4 racer. He finished fourth to her third. Lance Tilghman won the race, followed by Steve Rodden.

Oliver later provided the answer to another unasked question: What do you do with a machine built for one unique race once the race is over? Rollin Cushway and Kozman Motors had built a bike, based on a CR500 motocrosser, for Don Greene to ride in the made-for-TV ABC Superbikers race. The event, run on a course that combined motocross, flat track and road sections on each lap, was long past but the bike was still around. So Oliver entered it in the 600cc Superstreet class.

When the green flag dropped on the 600cc Superstreet race, Tom Aquino grabbed the lead heading into the first turn. By the time the pack had sorted it self out, Aquino had a three-second lead over second place Ed Ragle on his Red Eagle Racing Yamaha. Ragle had only a thin margin over Robert Sells and Denny Doherty. Oliver had gotten off to a slow start, but soon adapted a flat track riding style and began moving through the pack with his foot out, sliding through each turn. At the end of the second lap, Oliver and Ragle crossed the starting line wheel-to-wheel. Once past Ragle, Oliver closed on Aquino. The two diced through the next two laps, Aquino's Yamaha and Oliver's motocrosser jockeying for position in each turn. The two ran away from the field, but the battle for third heated up. Sells, Doherty and Mike Johnson developed their own dice for position.

Oliver slipped past Aquino in the turn 11 hairpin and took command of the lead. The battle for third continued. The three contenders were spread over two bikelengths as they took the white flag. Their battle continued into the last turn. Doherty and Johnson came out of 11 side-by-side, blocking any chance for Sells. Johnson won the drag race to the finish line. Oliver had crossed the line for first, but withdrew since the bike had probably had never been street legal. The final sequence was Aquino, Johnson and Doherty on his Hannan Machine-sponsored Rotax.

Results

OPEN GP: 1. Ron Weiland (Kaw); 2. Ed Woo (Yam); 3. Ken MacNeill (Kaw).
F-1: 1. Vince Costa (Kaw); 2. Joe Montoya (Yam); 3. Pat Ryan (Suz).
F-2: 1. Wayne Montoya (Yam); 2. James Stephens (Rtx); 3. Fred Thomas (Yam).
F-4: 1. Lance Tilghman (Yam); 2. Steve Rodden (Kaw); 3. Karen Lynaugh (Hon).
F S: 1. Denny Doherty (Rtx); 2. Mike Johnson (Suz); 3. James Lerer (Yam).
F T-750: 1. Lee Steinmetz (Nor); 2. Eric Swortzfigure (Nor); 3. Randolph Decker (Yam).
F T OPEN: 1. Art Chambers (Duc); 2. Peter Homan (BMW); 3. James Nuovo (BMW).
OPEN SS: 1. Ron Weiland (Kaw); 2. John Morena (Suz); 3. Dave Lang (Kaw).
750 SS: 1. Malcolm Hill (Suz); 2. Pat Ryan (Suz); 3. Allen Satterlee (Suz).
600 SS: 1. Tom Aquino (Yam); 2. Mike J. Johnson (Suz); 3. Denny Doherty (Rtx).
450 SS: 1. Eric Kondo (Yam); 2. Jim Vanicek (Yam); 3. Blaine Ida (Yam).
OPEN MOD PROD: 1. Hugh Vanderford (Yam); 2. Mac MacFarlane (Kaw); 3. Chris Steward (Suz).
750 MOD PROD: 1. Allen Satterlee (Suz); 2. Craig Seher (Yam); 3. Kerry Bryant (Suz).
600 MOD PROD: 1. Jim Jepsen (Yam); 2. Steve Carpillo (Yam); 3. Peter Wensloff (Kaw).
450 MOD PROD: 1. Mark McDaniel (Yam); 2. Jeff Hatfield (Yam); 3. Ed Ragle (Suz).
250 MOD PROD: 1. Mark Hansen (C-A); 2. David Muller (C-A); 3. Robert Kuykendall (Yam).
OPEN STK PROD: 1. Scott Gray (Suz); 2. Chris Steward (Suz); 3. Don Biava (Suz).
750 STK PROD: 1. Allen Satterlee (Suz); 2. Malcolm Hill (Suz); 3. Craig Seher (Yam).
600 STK PROD: 1. Jim Jepson (Yam); 2. Steve Carpillo (Yam); 3. Mike Johnson (Yam).
450 STK PROD: 1. Daniel Dee (Yam); 2. Brad Fairbanks (Yam); 3. Ed Ragle (Yam).
OVER 40: 1. Art Chambers (Duc); 2. Charles Logan (Suz); 3. Cyrus Simmons (Yam).
VINT: 1. David Walden (Tri); 2. Fred Mork (BSA); 3. Michael Canepa (H-D).

Young wins soggy D-4 trials

By John R. Knapp

LOCKE, NY, APR. 6

On a rain-soaked day Ryan Young took his Beta for a 41-point win over Chris Arnold's 46-point score at the AMA District-4 trials opener. A real battle also went on for third and fourth with Greg Bolt beating Bob Croak on cleans to break a 58-point tie. Both Young and Croak are Pennsylvania riders.

This year's opener saw 61 riders show up, including 11 from Pennsylvania, two from Ontario, and a New Englander. In the best upstate New York tradition it rained, making sections a test of mind and traction.

Clerk of the course Mike Comer did an excellent job as several lines were available in most sections. As the day went on, these lines all became very tough and getting through without a "five" took skill and effort. The best Novice/Intermediate section was three, a steep hill with an off-camber near the top. Although many "fives" were received, George Brinkwort cleaned it five times in a row.

For the Experts, section 11 was the toughest. This involved a five-foot step up a waterfall, then up a greasy bank, over a log, and then back into the creek and up a double-stepped waterfall.

Results

PREMIER: 1. Ryan Young (Bet) 41.
EX: 1. Chris Arnold (Yam) 46; 2. Greg Bolt (Hon) 58 (16 cleans); 3. Bob Croak (Hon) 58 (11 cleans).
ADV: 1. Bob Foringer (Mon) 102; 2. Chuck Ettenberger (Fan) 116; 3. Laverne Bowen (Yam) 116.
INT: 1. William Hughes (Yam) 66; 2. George Brinkwort (Yam) 71; 3. Joe Romanowski (Yam) 88.
SPTSMN: 1. Karl Medinger (Hon) 87.
SR A: 1. Wayne Larson (SWM) 82; 2. Leo Oshea (Mon) 98; 3. Earl Buckingham (Yam) 102.
SR B: 1. John Knapp (SWM) 101; 2. Ron Bors (Fan) 107; 3. David Mankey (Fan) 110.
NOV: 1. Richard McGinnis 86; 2. Keith Barber (C-A) 95; 3. Mark Swan (Yam) 98.
BEG: 1. Barry Reese (Mon) 88.

PHOTO BY ED WEINBERG

Lee Fabray — first 200cc Expert at the ARA desert race.

Harris takes ARA win

By Ed Weinberg

STODDARD VALLEY, CA, MAR. 16

Moving to an Open machine, All-Terrain Racing Association (ARA) number one plate holder Brian Harris rode his Malcolm Smith Honda entry to the overall win in the ARA desert championship series.

It was not an easy win for Harris, however, as he chased Honda-mounted Brad Denham for nearly 40 miles while battling rain, mud and nearly impossible visibility.

Denham's bike was equipped with a stock gas tank, and that brought about his downfall when he stopped for fuel after the completion of the second loop. Harris moved to the front at that point and a valiant effort by Denham fell 30 seconds short at the checkered flag.

With the racers resembling the motocross riders from the San Diego Supercross held earlier in the month, the checkpoint scorers had their hands full attempting to score the muddy riders.

Outstanding rides were turned in by Amateur racer Brian Sipes, who moved to the Cycle Stuff Yamaha, scoring his first 250cc Amateur win and Lee Fabry who continued his domination of the 200cc Expert field with his third win in a row.

Yamaha 250cc Expert Richard Hansing stayed in a rut repeating his 19th overall finish in the February race as did 250cc Amateur Yamaha racer Jan Lehoten with another 13th overall finish. Scott McDonald, aboard the Team Swollen Yamaha 125, had little trouble in outdistancing the field composed primarily of Open entries to win the Beginner race.

Stan Ballard moved his Open Husky entry past Suzuki Open racer Ray Bakkedahl and Yamaha-mounted Neal Humphrey in the last 20 miles to score second overall.

Danny Tipton, finishing ninth overall, was scored first 250cc and 14th overall finisher Honda-mounted Allan McLaren went home with the first place trophy in the 200cc class.

Results

NOV OR BETTER

200: 1. L. Fabry (Hon).

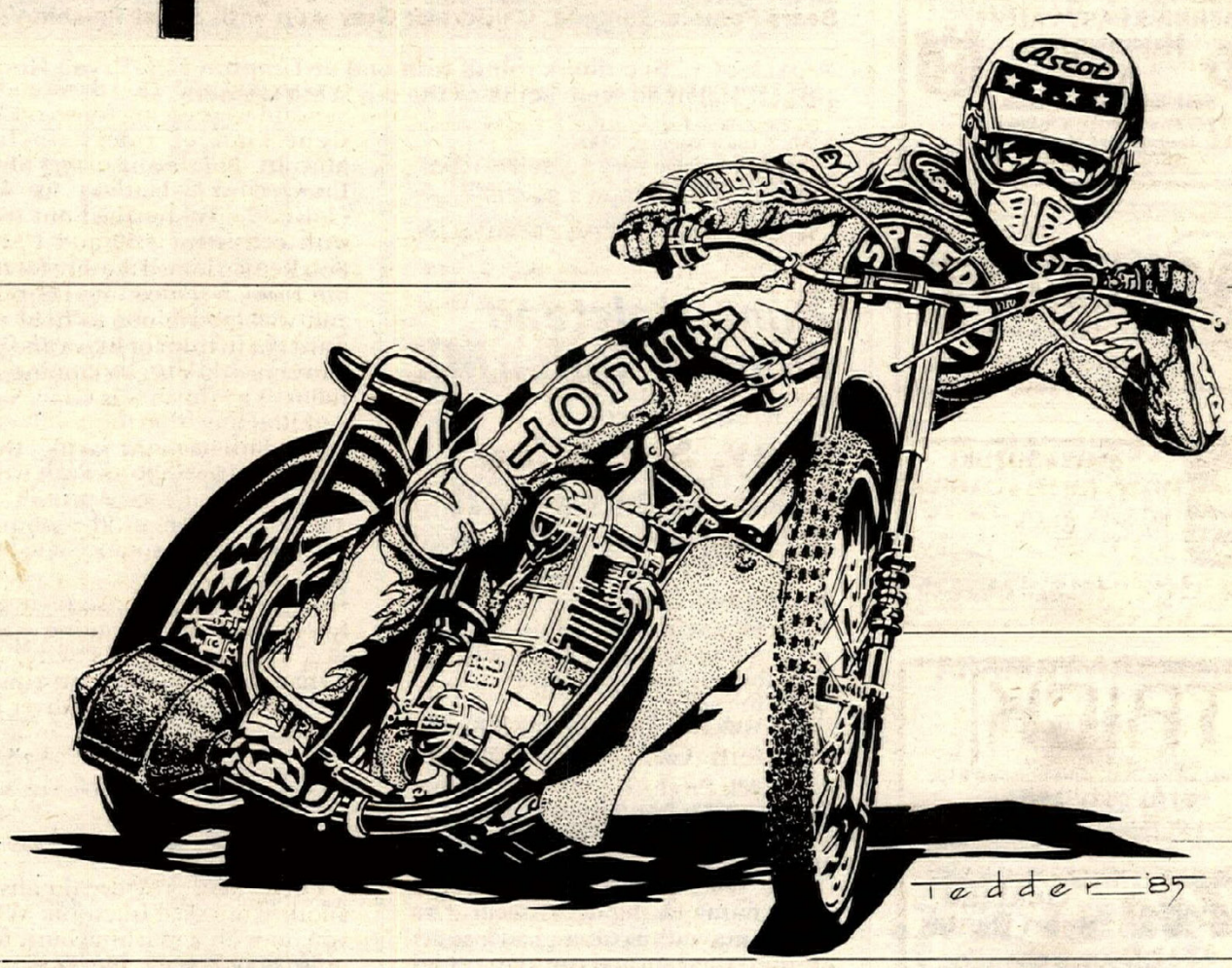
250: 1. M. Mansfield (Hon); 2. M. Sipe (Yam); 3. R. Vaughn (Yam).

OPEN: 1. B. Harris (Hon); 2. B. Denham (Hon); 3. D. Tipton (Hus).

BEG

125: 1. S. McDonald (Yam); 2. D. Ebberts (Yam); 3. T. Pride (Yam).

Thursdays



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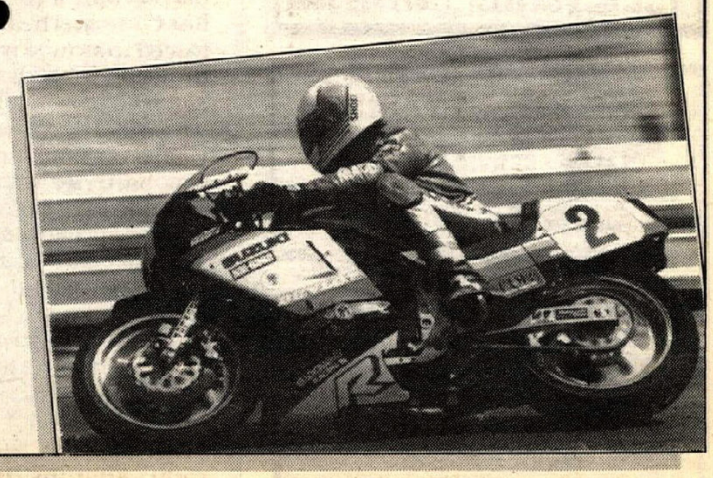

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PHOTO BY MERLE ACORD

A pack of 125cc riders round turn one at Timpton MX. Bryan Hunt and Robert Halstead were some of the day's big winners.

200: 1. A. McLaren (Hon); 2. J. Sampair (Kaw).
250: 1. D. Tipton (Hus); 2. R. Sebing (Yam); 3. B. Gray (Yam).
OPEN: 1. S. Ballard (Hus); 2. R. Bakkedahl (Suz); 3. M. Ankers (Hon).

Hunt, Halstead hammer Tipton MX

By Merle Acord

TIPTON, IA, MAR. 30

Bryan Hunt, aboard a Weber Cycle Honda CR125, and without benefit of a holeshot, aced both motos of the Easter Day MX at Cedar River Sport Park. Dusty Thye powered a crisp running Honda off the line first in both motos, but lost the advantage to Hunt by lap three in each moto.

With Hunt out front, running fast and controlled, the motos became three-way dices for slots two through four between Mark Bolten, Thye and Shawn Huggins. They finished in the above order.

The 250cc A class led all classes in the exciting racing department with their races within races. Todd Tager jumped the gate and caused a restart in moto one, but being chastised at the gate wouldn't be all of Tager's problem. His clutch went away somewhere in the later laps and Tager finished fourth. Steve Downey, aboard a Hickman Racing KTM, didn't have any clutch problems, but he did have a problem when he lapped his sponsor, Jim Hickman. Well-mannered Hickman, also KTM-mounted, moved over to allow Downey to pass then good-naturedly batted Downey on the helmet when he passed.

Tager repaired his clutch by the second moto and also improved on his starting technique by taking the holeshot in the approved manner. Downey moved in tight and on the second lap went low in a sweeper to take over the lead. A determined Tager executed a mid-air pass off the jump in front of the scoring bus and regained the lead on the next lap. Downey kept the pressure on but Tager never faltered and took the second moto win for second overall behind Downey's 1-2 finishes.

The spectators had more to watch than the frantic antics of the leading pair; five seconds back and locked in their own race, District 22's number one plate holder in the 250cc A class, Rick Munson, and number four plate holder Dana Hunt rode wheel-to-wheel for both motos. At the finish Hunt took the nod in both motos.

Jay Ballenger timed the starting gate for holeshots in both motos of the Open A class, but it was Robert Halstead's Tuf Racing Kawasaki that beat everyone, going away, to the checkered flag. With Halstead way out front, Ballenger and Husqvarna rider Jeff Huddleston diced for second and third. Huddleston, with 3-2 finishes, picked up the second place money.

Detracting from the holiday racing spirit, park manager Larry Hill said, "Cedar Rivers Sports Park will promote its final race April 13. We're another victim of the poor farm economy and insurance rate hikes."

Results

85 SR: 1. Shawn Huggins (Kaw); 2. Chad Pederson (Kaw); 3. Daemynn Olsen (Kaw).
125 A & INT: 1. Bryan Hunt (Hon); 2. Mark Bolten (Hon); 3. Dusty Thye (Kaw).
250 A: 1. Steve Downey (KTM); 2. Todd Tager (Hon); 3. Dana Hunt (Yam).
OPEN: 1. Robert Halstead (Kaw); 2. Jeff Huddleston (Hus); 3. Jay Ballenger (Hon).
SR: 1. David Harvey (Yam); 2. Phillip Kirkpatrick (Hus); 3. Ron Nelson (KTM).
65: 1. Jeremy Ginster; 2. Erik Purdy; 3. Jason Van Laningham.
85: 1. Brian Carter.
125 B: 1. Darin Blaine (Suz); 2. Adam Garvey (Kaw); 3. Roger Doerhoff (Hon).
250 B: 1. Mitch Martin (Kaw); 2. David Shemanski (Hon); 3. Robert Palmer (Kaw).

Iwanaga wins Monterey ST

By Mike Vancil

MONTEREY, CA, MAR. 29

Paul Iwanaga took his immaculately prepared 500cc short track Honda to a first in the 500cc Expert final and a second in the prestigious Pro-Am Expert final in Monterey County Fairgrounds short track action. The placings were not unexpected, for Iwanaga (pronounced E-wo-nog-a) leads in the Hi-Point Spring series of the R&D Enterprises-promoted events.

In the 500cc final, Iwanaga was grid-positioned third by virtue of his heat-race success and knew he had to better Daniel Moore and Brad Spencer who had beaten him in the heat race. At the green flag it was Moore into the lead followed by Kenneth Netto and Iwanaga. Within a few laps the front-runners separated by several bikelengths from the others. Iwanaga was able to barely miss a pile-up in turn three somehow involving Ken Netto and Michael Gresham. Moore bobbled and Iwanaga capitalized on the slight mistake to take over the lead. Whatever was Moore's problem didn't go away for Craig Johnson and Robert Damron were both able to get by. At the checkers it was Iwanaga by several bikelengths over Johnson, followed by Damron, who had to re-pass Moore at the checkers in a near photo finish.

In the Pro-Am Expert final Iwanaga was the favorite even though he had lost in the heat race to long-time-rival Daniel Moore and his hot Honda. At the start it was again Moore in the lead with Netto right behind on the Can-Am; Iwanaga was running third. Back in the pack Craig Johnson went down in turn three and Woodrow Rogers collided with the machine and somersaulted over the top of Johnson and his machine. When Rogers got to his feet he snatched his machine upright and prepared to get back to the battle that was getting away. Unfortunately, Johnson's left leg was stuck between the shock absorber and rear tire on Rogers' machine. The race had to be stopped and it was many painful minutes before tools could be brought to extract Craig Johnson from Rogers' Yamaha. He was able to walk away, slowly.

In the restart, single file, Rogers was not permitted to participate because of his involvement in the spill. This capped a disappointing evening for Rogers, who had machine problems in the heat races and was eliminated by spills in both the 500cc Expert final and the Pro-Am Expert final. On the restart it was again Moore in the front with Netto close on his rear wheel. Coming out of turn two on the second lap after the restart (seven laps into the total distance) Iwanaga was able to get a good drive so as to get under Netto in turn three and pass coming out of turn four. Iwanaga began to close the gap between himself and leader Moore. Laps ran out before he could set up to pass Moore and he had to settle for second. Netto stayed hot and steady to take third ahead of Brad Spencer. Moore's victory moves him a little closer to Iwanaga's series point lead but he still has a long way to go.

Results

PEE WEE (6-7): 1. Brian Sgheiza (Yam); 2. Jeff Gabhart (Yam); 3. Curtis Peebles (Yam).
PEE WEE (3-5): 1. J.J. Sherrill (Yam).
60 MINI: 1. William Luker (Kaw); 2. Donald Doty (Yam).
80 MINI: 1. William Luker (Kaw).
80 MINI EX: 1. Jake Zemke (Yam).
250 NOV DIV 1: 1. Kendel W. Grove (Yam); 2. Anthony Giammanco (Yam); 3. Dale Jensen (Suz).
250 NOV DIV 2: 1. Patrick Vacchieri (Yam); 2. John Costanza (Yam); 3. Joe Kamm (Yam).
250 JR: 1. Dean Vincelet (Yam); 2. James Higuera (Hon).
250 EX: 1. Daniel Moore (Hon).
500 NOV DIV 1: 1. Steve Stewart (Yam); 2. Gary Vincelet (Yam); 3. Matt Soldano (Yam).
500 NOV DIV 2: 1. Jim Tucker (Yam); 2. Robert Sousa (Hon); 3. Joe Kamm (C-A).
500 NOV DIV 3: 1. Pete Ghiglione (Mai); 2. Patrick Vacchieri (Yam); 3. David Fatland (Yam).
500 JR: 1. Mark Butler (Yam); 2. Marty Aglibot (Yam); 3. Danny Ritchie (Yam).
500 EX: 1. Paul Iwanaga (Hon); 2. Craig Johnson (Yam); 3. Robert Damron (KTM).
600 PRO-AM EX: 1. Daniel Moore (Hon); 2. Paul Iwanaga (Hon); 3. Kenneth Netto (C-A).

Liles, Turpin smoke Rome Ranch MX

By Joe Williams

ROME, GA, MAR. 23

One hundred and eighty riders showed up at Rome Cycle Ranch's MX warmup race, today, among them were factory support riders Billy Liles and Keith Turpin.

In the first 250cc A moto, Liles and Turpin went head to head, with Turpin pulling the holeshot. Liles soon moved up to challenge in the whoop-de-do section and, on the second lap, Liles moved out front and began to pull away for a win, followed by Turpin, Tommy Martin and Allen Harrison.

In the second moto, it was Liles leading the first lap. As Liles pulled away, Turpin fought to get by Tommy Martin. Finally on the third lap, Turpin moved into second and

charged to catch Liles, but ran out of time.

In the Open A class, Liles ran away with the first moto, winning over Tommy Martin and Ross Johnson.

The second moto looked to be a repeat until Liles went over the handlebars in the whoops. As Liles struggled to get his bike off of himself, Martin moved into the lead. Liles remounted with a bruised leg and charged back to second place, but Martin took the moto win and the overall.

Open B action had Kirk Grisson pulling the holeshot and winning the first moto, followed by Jeff Ballard, Scott Punine and Larry Friday.

Grisson took the lead in the second moto and led until he took an involuntary off-track excursion, allowing Jeff Ballard to take the lead. However, Grisson let it all hang out on the last lap to catch Ballard and take the win.

Benny "Euro" Durrough proved that even old men can twist a grip, as he led every lap of both Senior motos on his M-Star. Dale Deaton was runnerup in both motos.

In the first 125cc C moto, Lamar Scoggins led the pack on the first lap until going down and dropping back. Todd Neal took over where Scoggins left off and pulled away from second place Matt Brake. Neal held on for the moto win, followed by Brake, Lee Hayes and Jimmy Blackmon.

In the second moto, Scoggins once again took the lead followed byNeal, but on the second lap, Neal passed Scoggins for the lead. "Nitro" Neal held on for the win, followed by Scoggins, Gary Clark, Mike Wilson, and Bryan Lawson.

Results

JR CYC: 1. Matt Shue (Kaw); 2. Ryan Reynolds (Kaw); 3. Brian Raymond (Kaw).
JR MINI: 1. Nathon Bissette (Kaw); 2. Matt Shue (Yam); 3. Ryan Reynolds (Hon).
SR MINI: 1. Matt Brake (Kaw); 2. Trey Crawford (Kaw); 3. Brad Coal (Kaw).
125 C: 1. Todd Neal (Hon); 2. Matt Brake (Hon); 3. Mike Wilson (Kaw).
125 B: 1. Danny Payne (Hon); 2. Jason Assad (Hon); 3. Rusty Sayres (Hon).
125 A: 1. Keith Turpin (Hon); 2. Mike Crane (Suz); 3. Bill Wayda (Kaw).
250 C: 1. Mike Smith (Hon); 2. Brad Jimison (Yam); 3. Scott Purvine (Yam).
250 B: 1. Rusty Sayres (Hon); 2. Jeff Asherton; 3. Jeff Leachmon (Suz).
250 A: 1. Billy Liles (Kaw); 2. Keith Turpin (Hon); 3. Tommy Martin (Hon).
OPEN B: 1. Kirk Grisson (Kaw); 2. Jeff Ballard (Yam); 3. Scott Purvine (Yam).
OPEN A: 1. Tommy Martin (Hon); 2. Billy Liles (Kaw); 3. Ross Johnson (Hon).
SR (OVER 30): 1. Benny Durrough (M-S); 2. Dale Deaton (Yam); 3. Randy Tomlinson (Suz).

Derickson wins at Midway MX

By Susan Willian

MITCHELL, IN, MAR. 23

Greg Derickson grabbed the overall win in the Senior Mini class at Midway Motocross despite crashing in the second moto. Brett Melton came out strong in the first moto of the class, but Derickson shot into the lead. Melton then repassed Derrickson in midair to reclaim first for the moto.

The second moto saw Melton and Derickson both crash on the start. "Derickson slid out in the second turn and I hit him in the back causing both of us to stall," said Melton, in his first season competing in the Senior Mini class. Derickson was up to fifth by the end of the first lap while Chip Hunter had the lead with Steve Christian second and Brent Holweger third. Derickson zoomed beside Christian to take over second place as Melton moved up to third. Derickson rode on the rear fender of Hunter to finally move into the number one spot. Melton followed in second as he began to have some problems. His bike's footpeg broke on the third lap when he hit a tractor

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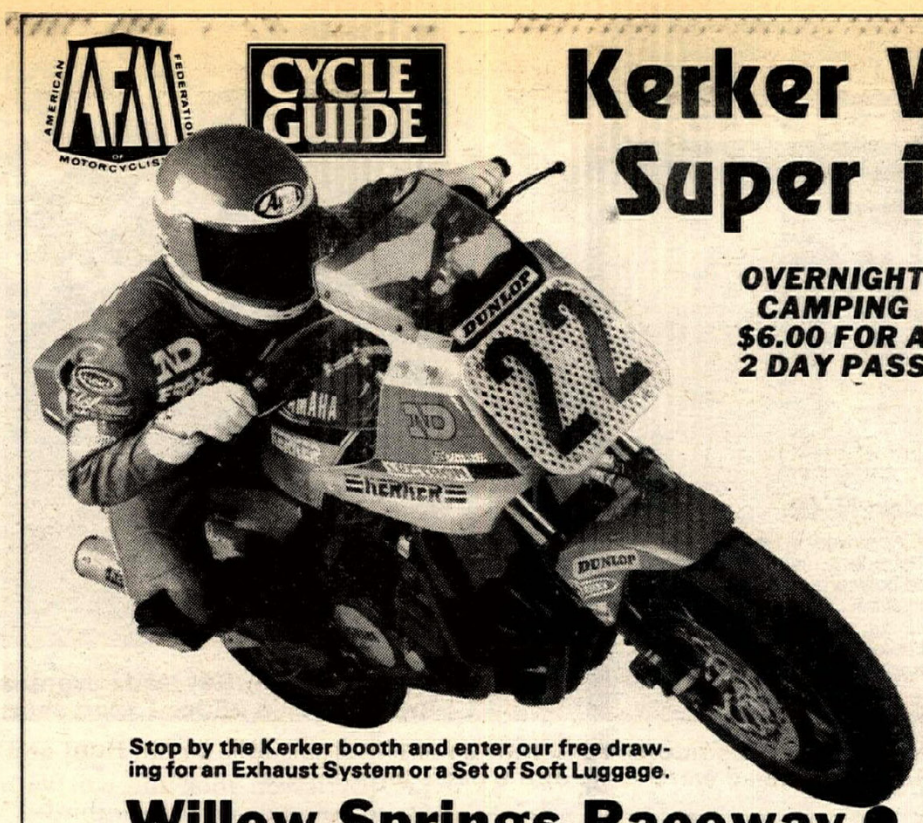

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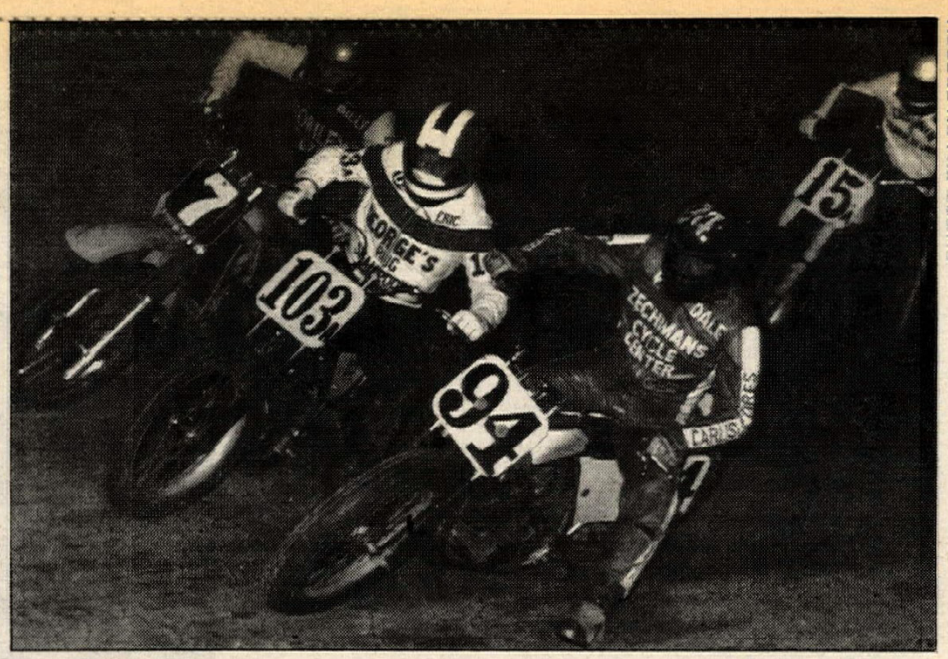


PHOTO BY LEN BREECH

Dale Gingrich (94) leads eventual winner Eric George (103A) and Bill Bromley (7) in 250cc Expert short track action from Pennsylvania.

tire. Derickson took the win with Melton second and Hunter third.

Kevin Linn surprised the field in the Open class as he took the checkered in the first moto. Mike Smith, in second, rode side-by-side with Linn into a turn. Smith went by to be the front-runner as Linn tried the outside to get back around. Smith blocked his moves but Linn persisted and passed Smith just as the white flag appeared. Smith stalled his bike at the end of the whoops, costing him a chance to catch Linn.

Linn holeshot the second moto but Smith was quick in taking the lead and moto win followed by Jeff Steinrock and then Linn. Smith took the overall honors with Linn second.

Mark Melton dominated all four motos of the 125cc A and 250cc A classes.

Kerle Fleenor, Benjamin Johnson and Jason Hatfield led the Junior Minis. Fleenor stretched out a huge lead as a battle for second developed between Johnson and Hatfield. Johnson and Hatfield caught up to Fleenor midway through the moto for Johnson to move into first and grab a half-bike lead. Fleenor dropped to fourth as Scoggins Berg moved into third around Fleenor. Positions changed rapidly as Fleenor gassed it to reclaim first position, followed by Johnson and Hatfield. Berg crashed, dropping to fourth. Hatfield moved into second. The white flag saw Fleenor stretch out his lead for the win with Hatfield second, Ben Johnson third and Berg fourth.

Fleenor dominated the second moto as Berg worked his way from fourth to claim second with Hatfield taking third after being chased byu Ben Johnson, who had to settle for fourth.

Derrick Roe grabbed the lead, in a class of 35 riders, from Jim Wilkerson in moto one of the 125cc B for the win.

Moto two saw Wilkerson again the frontrunner; Roe was in fourth. In third position, Steve Blain was hounded by Roe as Roe moved by to chase second place rider, Jeff Campbell. Roe passed Campbell in the whoops and eventually passed Wilkerson to take th checkered and overall win with a 1-1 score.

Results

125 B: 1. Derrick Roe (Kaw); 2. Jim Wilkerson (Kaw); 3. Gary Hazel (Hon).

SR MINI: 1. Greg Derickson (Kaw); 2. Brett Melton (Hon); 3. Brent Holweger (Kaw).

JR MINI: 1. Kerie Fleenor (Kaw); 2. Jason Hatfield (Kaw); 3. Scoggins Berg (Kaw).

250 B: 1. Aaron Hough (Hon); 2. Rodney Young (Yam); 3. Gary Hazel (Hon).

0-50 AUTO: 1. Joshua Hatfield (Yam); 2. Jake Morris (Yam); 3. Boyd Wolff (Yam).

250 A: 1. Mark Melton (Kaw); 2. Doug Smith (Kaw); 3. Jeff Green (Hon).

OPEN: 1. Mike Smith (M-S); 2. Kevin Linn (Hon); 3. Jeff Steinrock (Hon).

SR: 1. Mike Gilleran (Hon); 2. Tim Smith (KTM); 3. Mike Horne (Kaw).

PEE WEE: 1. Scoggins Berg (Kaw); 2. Kerie Fleenor (Kaw); 3. Jason Hatfield (Kaw).

SUP SR: 1. Donald Hough (Hon); 2. Dave Atwell (Kaw); 3. Roger Davis (Hon).

125 A: 1. Mark Melton (Hon); 2. Rod Marshall (Suz); 3. Kevin Wolff (Kaw).

Texter and Price at Trail-Way ST

By Len Breech

HANOVER, PA, MAR. 29

Randy Texter and Georgie Price picked up where they left off last season by taking double wins as Trail-Way Speedway launched their 1986 short track program. A new track surface applied after last season which has not fully joined with the older surface caused the track to be the roughest and dustiest it's been in several years. But with the onset of warmer weather, the track should shape up.

Texter shook off a mid-race crash to beat Rich Rowe in the 250cc Pro final, while he jumped into the lead at the start of Open Pro on his Eastern Dealers Association-Lancaster Harley-Davidson and went on to win by a few lengths over a field made up of many of the same riders who competed in the 500cc Expert class with their new Pro-Am licenses. Behind Texter, a furious battle for second was being waged between Larry Bertholdt, Richard Foard, 500cc Expert winner Scott Saunders and Jim Hollister. By halfway, Saunders had emerged in second.

For Price it was another win in the 80cc class, taking the lead from Kevin Varnes and Mike Sponseller, and winning by over a straight from Sponseller. Price put his D&S Cycles-sponsored machine in front of the 125cc Expert field, while Jeff Beiler, David Nukols, Mike Varnes and Kenny Mohler battled for second. By the third lap, Varnes had taken second and cut down some of Price's lead by the end.

After being out of serious competition for a few years, Scott Saunders returned with a win in the most competitive class in this area, the 500cc Experts. Jim Hollister held a slight lead over Joe Bromley, Saunders and 250cc Expert winner Eric George as the 500s came off the second turn. By the third lap, Saunders had put his Team Honda/Number One Cycle Center/Carol Saunders-sponsored Honda into the lead, with George moving into third. By halfway, George displaced Bromley for second, while Lew Woods got by Bromley for the show position in the late laps.

Dale Gingrich looked like he was going to run away with the 250cc

Expert jumping several lengths in front of a tight pack consisting of Eric George, Jon Simpson, Joe and Billy Bromley. On the third lap, Gingrich went out giving the lead to the George's Rug Shampooing-sponsored George, who increased the lead over the battlin' Bromley boys, with Billy and Kid beating his older brother Joe by a length.

Results

50: 1. Randy Shank (Yam); 2. Ricky Winsett (Yam); 3. John Winsett Jr. (Yam).
80 EX: 1. Georgie Price (Yam); 2. Paul Southard (Yam).
80 AM: 1. Mike Sponseller (Hon); 2. Kevin Varnes (Yam); 3. Travis Nuckols (Kaw).
100 SCHBY: 1. Paul Southard (Yam); 2. Mike Sponseller (Hon).
125 EX: 1. Georgie Price (Yam); 2. Mike Varnes (Yam); 3. Kenny Mohler (Kaw).
125 AM': 1. Todd Hurst (Suz); 2. Jamie Pujol (Suz); 3. Darrel Bills (Suz).
60: 1. Randy Shank (Kaw); 2. Travis Nukols (Kaw).
250 EX: 1. Eric George (Kaw); 2. Billy Bromley (Suz); 3. Joe Bromley (Suz).
250 AM: 1. George Fultz (Suz); 2. Mike Klopp (Vil); 3. Dave Lesnick (Yam).
500 EX: 1. Scott Saunders (Hon); 2. Eric George (H-D); 3. Lew Woods (C-A).
500 AM: 1. Damon Lengle (Yam); 2. Joe Heverling (Yam); 3. Andy Derr (Yam).
250 PRO: 1. Randy Texter (H-D); 2. Rich Rowe (Yam).
750 EX: 1. Brian Eckhart (Hon); 2. Max George (H-D).
SR: 1. Boots Oakley (H-D); 2. Mike Corderio (Hon); 3. George Price (Yam).
OPEN PRO: 1. Randy Texter (H-D); 2. Scott Saunders (Hon); 3. Larry Bertholdt (H-D).
PP: 1. Victoria Smith (Suz).

Barnes bombs B & B Speedway

By L. Brewer

MACCLESFIELD, NC, MAR, 30

Wilson's Timothy Barnes continues to dominate B & B Speedway motocross in Macclesfield, today, this time smoking both 250cc and Open Pro events.

The only rider giving Barnes any trouble in the 250cc class was Vann Gibson of Sanford, who wound up second overall followed by Rocky Mountains' Steve Smith and Chris Brewer of Elizabethton, Tennessee.

In the Open Pro class, it was Smith challenging Barnes the closest, taking second, while Tim Huffman and Wayne Boyd rounded out the top four.

Billy Wilson put together consistent finishes and edged out Lisa Williams in the 80cc Amateur class for the win. Derek Walston finished second, while his brother, Lee, claimed fourth.

The 80cc Pro class saw Daniel Erwin dominate every lap in both motos for the back-to-back win. Troy Brewer gave it his best but couldn't match Erwin's quick pace. Brewer finished a healthy second, while Rusty Coleman and Wayne Guinn placed third and fourth.

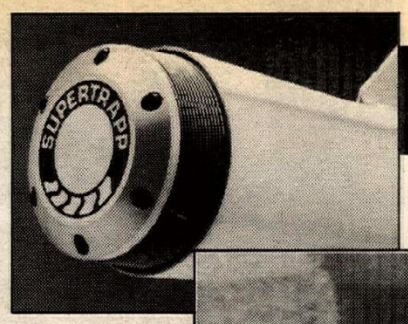
Honda-mounted Mike Denning was the rider to beat in the 125cc Amateur class, but no matter how hard anybody tried, Denning bested them all and claimed top honors. Denning's main concern was another Honda rider, Daniel Erwin, who combined moto scores for a second overall, beating third- and fourth-place finishers Donny Graham and Chris Brewer.

Suzuki pilot Ray Tyndall smoked everyone in the 125cc Pro class, leading from start to finish. Tyndall and his Suzuki topped Honda and Kawasaki riders Greg Erwin and Graham. Chris Brewer finished third.

No one could lay a finger on Can-Am-mounted Greg Bunn in the 250cc Amateur class, beating Howard Land, Tom Davis and David Amos.

Results

60: 1. Caven Woodruff (Hon).
80 AM: 1. Billy Wilson (Suz); 2. Lisa Williams (KTM); 3. Derek Waiston (Hon).
80 PRO: 1. Daniel Erwin (Hon); 2. Troy Brewer (Yam); 3. Rusty Coleman (Yam).
125 AM: 1. Mike Denning (Hon); 2. Daniel Erwin (Hon); 3. Tracy Langdon (Yam).
125 PRO: 1. Ray Tyndall (Suz); 2. Greg Erwin (Hon); 3. Donny Graham (Kaw).



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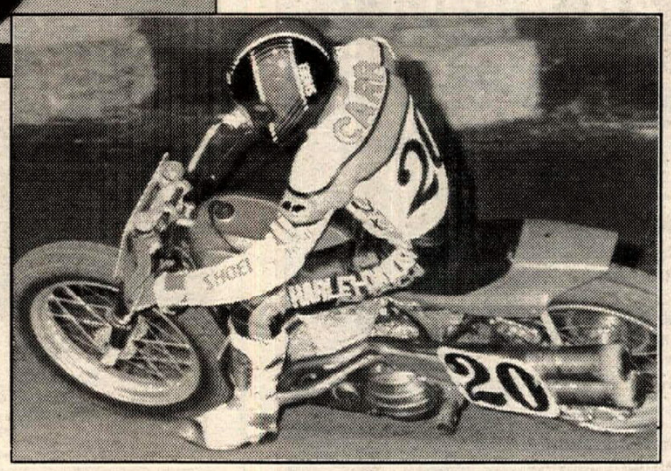
Race Report

Carr Strikes Gold at Ascot



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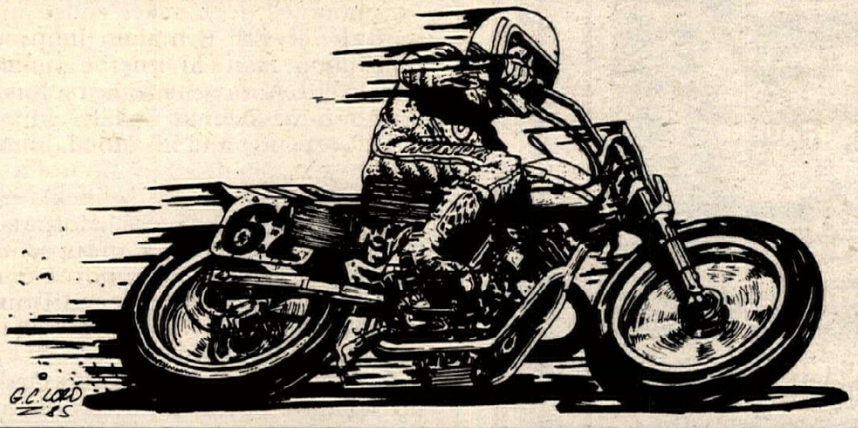

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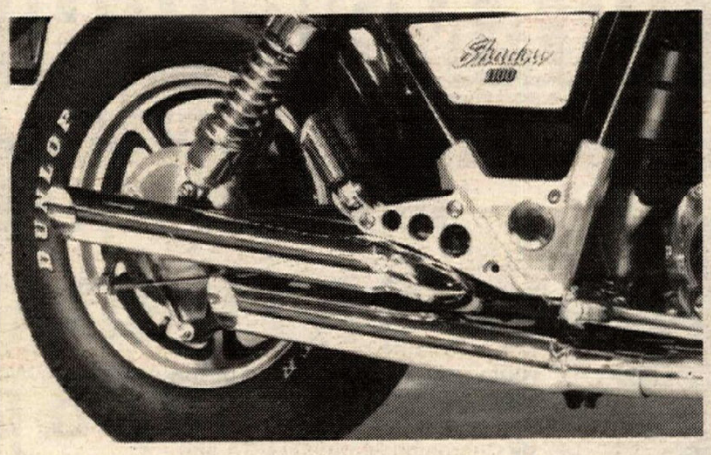

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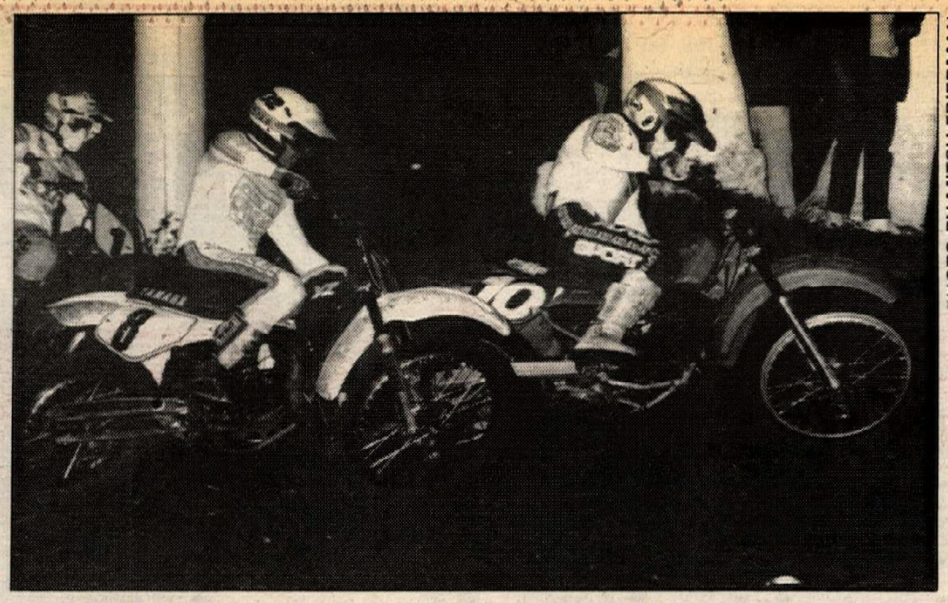

PHOTO BY MITCH FRIEDMAN

Tim Rutherford (10) leads Ron Turner (8) and Willie Surratt (1) in Ascot Park motocross action from Gardena, California.

250 AM: 1. Greg Bunn (C-A); 2. Howard Land (KTM); 3. Tom Davis (KTM).
250 PRO: 1. Timothy Barnes (Yam); 2. Vann Gibson (Yam); 3. Steve Smith (Yam).
OPEN PRO: 1. Timothy Barnes (Hon); 2. Steve Smith (Yam); 3. Tim Huffman (KTM).

North Carolina HS win to Baker

By Nancy Leonard

FAYETTEVILLE, N.C., MAR, 23

Texas Pond was the site for the Fort Bragg hare scrambles, which was dedicated to Kyne Hix and others who have leukemia. The Autryville Lions Club helped make the event a success as well as many sponsors, such as Coca-Cola, Hi-Point Racing, O'Neal USA, and many friends and families. Can-Am-mounted Joel Baker ended up with the overall win after the two-hour long race. Another Can-Am rider, Keith Almond, finished second (one minute behind Baker), while Scott Carpenter and his Honda took third.

Honda rider Bernie Jelinek finished third overall, but for his efforts, he captured the 500cc class win. Jelinek was followed by two other Honda riders, Michael Hix and Tony Robert, making it a Honda 1-2-3 sweep.

Can-Am riders ruled the 200cc class taking the top two positions. Gray Leonard nailed the win with a fifth overall, while Jerry Russ placed second. David Drose settled for third.

Results

OVERALL: Joel Baker (C-A).
OPEN: 1. Bernie Jelinek (Hon); 2. Michael Hix (Hon); 3. Tony Roberts (Hon).
250: 1. Keith Almond (C-A); 2. Scott Carpenter (Hon); 3. Richard Canupp (C-A).
200: 1. Gray Leonard (C-A); 2. Jerry Russ (C-A); 3. David Drose (C-A).
125: 1. Charles Pangley (Yam); 2. Richard Hicks (Kaw); 3. Stacey Pato (Yam).
100: 1. Daniel Erwin (Hon); 2. Troy Nannery (Kaw); 3. Scott Thornton (Yam).
SR: 1. Darren Hilliard (Yam); 2. Allen Beck (Yam); 3. John Russell (Hon).
FOUR-STRK: 1. Doug Hyatt (Hon); 2. Terry Chambers (Hon); 3. Chris Walton (Hon).

Surratt wins bucks at CMC Ascot

By Mitch Friedman

GARDENA, CA, MAR. 28

Willie Surratt was the big money winner in the second week of the MC/Dodge Truck night motocross races at Ascot park. Surratt, riding a Honda with support from FMF, AXO Sport and Aria, won both the 125cc Pro and 250cc Pro classes overall.

In moto one, Surratt pulled a third-place start into the first turn behind Tim Rutherford and Ron Turner. Surratt and Turner were running side-by-side for two laps when Turner slipped off his line coming out of a turn, letting Surratt drop under him and power away after Rutherford. On the fourth lap, Rutherford fell in a slow turn, letting Surratt by for the lead. Meanwhile, Jeff Matiasevich passed Turner and then Rutherford, when he fell. Matiasevich was gaining on Surratt and got up to a bike-length's distance when the checkered flag came out.

Moto two saw Rutherford grab the holeshot with Turner second. Surratt tangled with some riders and was running dead last. By the end of lap one, Matiasevich was leading with Surratt moving up to third spot, showing why he holds the CMC Number One plate in the 125cc Pro class. Lap two saw Surratt get by Rutherford coming out of the turn before the TT jump and pull away and go after Matiasevich, the two pulling away from the rest of the pack with Surratt trying to pass in every turn. With one lap to go, Surratt got by Matiasevich over the TT jump with Matiasevich grabbing the lead back in the next turn. With only one turn left, Surratt dove under to win by a wheel.

Rutherford grabbed his third holeshot of the night in the first moto of the 250cc Pro class with Turner, Todd Peterson and Surratt in tow. Turner passed Rutherford in the whoops next to the start line for the lead. On the next lap both Peterson and Surratt went past Rutherford in the whoops in the half-mile turn one and two. Turner won over Peterson and Surratt by two bikelengths.

Surratt read the starting gate perfectly as he jumped to the lead of moto two in the 250cc class. Surratt pulled away from everyone, leaving Peterson and Turner to battle one another for second spot. Peterson stayed in front of Turner, who was trying to pass in every turn but was unable to; Turner had to settle for third place.

Chris Boice won the 125cc Intermediate class overall with a win in moto one and a second spot in moto two. Nicky Pounds was second overall with a third and a win.

Results

60 BEG: 1. Jeff Willoh; 2. Pete Perez (Kaw); 3. Richard Walsh (Kaw).
80 BEG DIV 1: 1. Kurt Rood (Kaw); 2. Fred Lavally (Kaw); 3. Sam Hawley (Kaw).
80 BEG DIV 2: 1. Roy McIntosh (Kaw); 2. Richard Lima (Hon); 3. Damion Pineola (Kaw).
80 JR: 1. Mike Cox (Kaw); 2. Chris Ridgeway (Kaw); 3. Robert Naber (Kaw).
80 INT: 1. Kevin Bussey (Yam); 2. Guy Deckert (Suz).
80 EX: 1. Terry Swansen (Yam).
125 JR DIV 1: 1. Matteo Cosentino (Cag); 2. Jeff Segale (Kaw); 3. Rob Cozad (Hon).
125 JR DIV 2: 1. David Wodaszewski (Kaw); 2. Merle Hammer (Suz); 3. Zapata Espinoza (Suz).
125 INT: 1. Chris Boice (Hon); 2. Nicky Pounds (Suz); 3. Charlie Brown (Kaw).
125 PRO: 1. Willie Surratt (Hon); 2. Jeff Matiase-

vich (Kaw); 3. Ron Turner (Yam).
250 BEG DIV 1: 1. Tom Lyman (Yam); 2. Bobby Jones (Yam); 3. Gary Biehl (Yam).
250 BEG DIV 2: 1. Roy Welch (Hon); 2. Robert Kong (Kaw); 3. Aaron Torres (Suz).
250 BEG DIV 3: 1. Wayne Schriver (Kaw); 2. Ron Hufer (Kaw); 3. Tim Williams (Yam).
250 JR DIV 1: 1. Daren Briggs (Hon); 2. David Benedetti (Kaw); 3. Ron Wood (Hon).
250 JR DIV 2: 1. Mitch Boehn (Yam); 2. Brian Fountain (Yam); 3. Major Alford (Hon).
250 INT: 1. Chris Boice (Hon); 2. Kenny Maddux (Yam); 3. John Davis (Kaw).
250 PRO: 1. Willie Surratt (Hon); 2. Todd Peterson (Hon); 3. Ron Turner (Yam).
500 BEG DIV 1: 1. Jeff Jones (Hon); 2. Tom Shirley (Hon); 3. Steve Kentner (Hon).
500 BEG DIV 2: 1. Hiroyuki Kido (Hon); 2. Rick Glass (Hon); 3. Mary Adams (Hus).
500 JR: 1. Ron Wood (Hon); 2. Matt Petro (Hon); 3. Dewayne Ray (Hon).
500 INT: 1. Don Pastell (Hon); 2. Art Oliver (Hon); 3. Eric Fleming (Hon).
500 PRO: 1. Todd Peterson (Hon); 2. Shawn Tracy (Hon); 3. Dan Berg (Hon).
VET PRO: 1. Ross Maeda (Suz); 2. Andy Jennings (Hon); 3. Robert Johnson (Hon).
VET MSTR: 1. Rick Johnson (Hon).
OT MSTR: 1. Mike McMillen (Hon).
VET INT: 1. George Collins (Hon).

Frank claims SMX cash at Perris

By Terry Whytal

PERRIS, CA, MAR. 29

Yamaha riders swept all three Pro classes at this week's SMX-sanctioned race at Perris Raceway. Billy Frank proved fastest in the Open class while Jim Tarantino topped the 250cc battle and Doug Dubach powered home with the 125cc victory.

Frank had the big-bore class win handled early in each moto despite a determined effort by Honda pilot Loren Pochirowski, who eventually placed second for the day. Don Kline pushed his Kawasaki to third overall.

Tarantino's win came at the expense of first 250cc Pro moto winner Willie Surratt. Honda-mounted Surratt couldn't back up his first-moto victory in round two as Tarantino held Surratt to the runner-up spot. Yamaha rider Kevin Allman edged Suzuki pilot Dany Berg for fourth.

Dubach found himself shadowed throughout both 125cc Pro motos by a determined Brian Myerscough. With both riders on board new YZs, the duel for the lead was close and exciting. Dubach reached the checkers first in each round; Myerscough slowed late in the rounds as his freshly healed wrist suffered from fatigue. Kawasaki rider Jimmy Palmer claimed third overall.

Yamaha rider Lee Amaradio outpointed his Vet Intermediate rivals to claim the win in that class. Amaradio topped the first moto ahead of Honda-mounted Ken Dickson but KTM pilot Lewis Wright charged to the second moto win as Amaradio had to settle for the number two position. Wright earned third overall with Dickson taking third and Greg Preston fourth. •

Results

OPEN PRO: 1. Billy Frank (Yam); 2. Loren Pochirowski (Hon); 3. Don Kline (Kaw).
250 PRO: 1. Jim Tarantino (Yam); 2. Willie Surratt (Hon); 3. Kevin Allman (Yam).
125 PRO: 1. Doug Dubach (Yam); 2. Brian Myers-[illegible]gh (Yam); 3. Jimmy Palmer (Kaw).
[illegible]T EX: 1. Gary Jones (Yam); 2. Alan Olson (Ya[illegible]); 3. Dale Lewis (Kaw).
VE[illegible]NT: 1. Lee Amaradio (Yam); 2. Lewis Wright (KTM); [illegible] Ken Dickson (Hon).
VET N[illegible]: 1. Del Ocheltree (Hon); 2. Larry Labrott (Hon); 3. J[illegible]f Patterson (Hon).
OPEN IN[illegible] 1. Art Olivier (Hon); 2. Brian Allen (Kaw); 3. Rog[illegible] Guard (Hon).
250 INT: 1. K[illegible]ny Maddux (Yam); 2. Mike Hooker (Yam); 3. Larry N[illegible]enga (Yam).
125 INT: 1. Woo[illegible] Motte (Hon); 2. Rich Barton (Hon); 3. David Noel [illegible]on).
OPEN NOV: 1. Dar[illegible] Hawkins (Hon); 2. Chris Wilinski (Hon); 3. Lewis [illegible]ight (Hon).
250 NOV: 1. Brent Rou[illegible] (Suz); 2. Andy Stix (Yam); 3. Darren Briggs (Hon).
125 NOV: 1. Michael Miller ([illegible]); 2. Craig Monty (Kaw); 3. Danny Stimacher (Kaw).
OPEN NOV: 1. Russel Beasley ([illegible]); 2. Robert Esparza (Hon); 3. Kevin O'Neil (Hon).
250 BEG: 1. John Morio (C-A); 2. Greg[illegible]y Garcia (Hon); 3. Bert Menzie (Hon).
215 BEG: 1. Gary Welles (Suz); 2. Will L[illegible]kson (Kaw); 3. Bill Oberg (Suz).
80 NOV: 1. Jeremy McGrath (Yam); 2. M[illegible]rk Ehrhardt (Suz); 3. David Gudlazzi (Kaw).
80 BEG: 1. Tony Amaradio (Yam); 2. Timmy Olson (Yam); 3. Rolando Quintero (Kaw).
60 NOV: 1. Travis Preston (Hon); 2. Carlos Pena (Hon); 3. Danny Castillo (Kaw).

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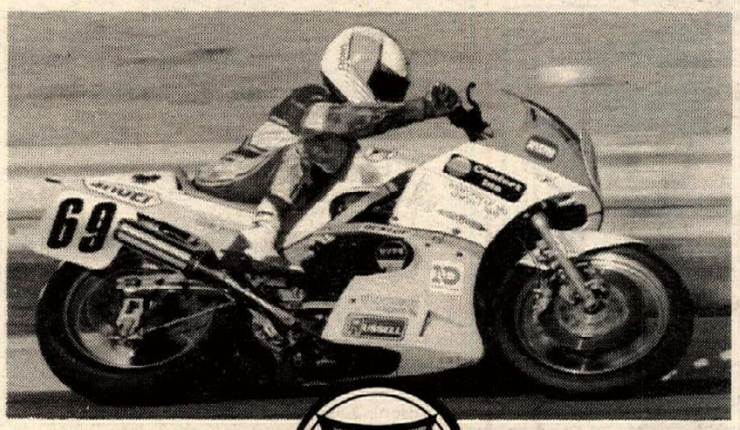

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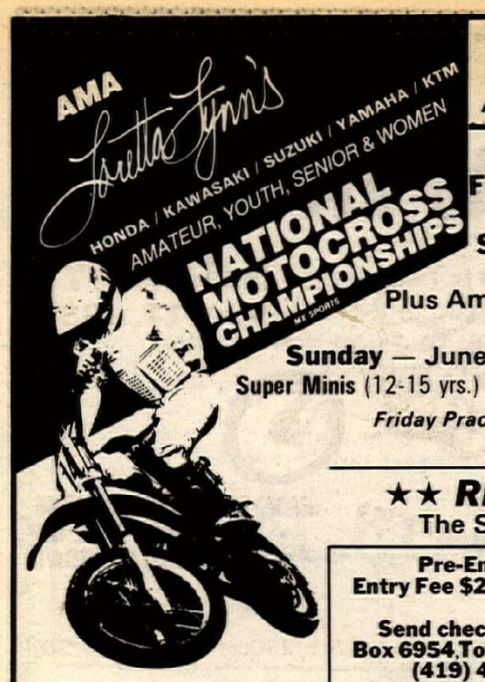

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EACH PARTICIPANT RECEIVES OFFICIAL CERTIFICATE OF PARTICIPATION FROM GATORBACK

— DIRECTIONS TO GATORBACK —
Exit I-75 at SR26 exit, west on SR26 ten miles to SR235, north to CR36 Gatorback ¼ mile east on CR36

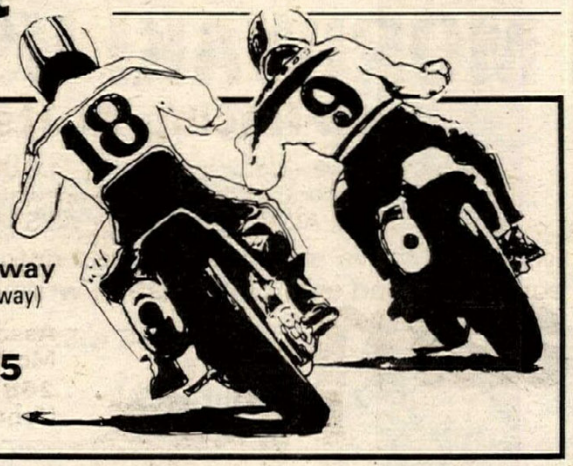
For Information Call SUPERSPORTS (813) 822-8929

1st Annual

AMA CAMEL PRO

HALF-MILE NATIONAL

Saturday Night APRIL 26th



MANZANITA SPEEDWAY
3417 West Broadway
(35th Ave. & West Broadway)
Phoenix, Arizona
(602) 276-7575

Lewis County Jaycees & Pepsi Cola Presents

1st ANNUAL DALE DUDLEY MEMORIAL MOTOCROSS
Sunday, May 4 — Hohenwald, Tennessee

$1,800.00 PURSE - 2 PRO CLASSES
0-125cc & 250-Open Pro
$150/100/75/50/35/25/15
Paid Per Moto

Plus All Regular Amateur Classes
Large Trophies

Gates Open 8:30am
Practice 11:00am
1st Moto 12:30pm

Track located one mile west of Hohenwald on Tennessee Highway 20. Turn right and follow signs to track.

Information: 615/796-5991 days & 615/796-3398 nights

AFM Road Race Schedule
Apr. 20 — Sears Point
Apr. 26-27 — Willow Springs
May 4 — Sears Point
13423 Stanstead
Norwalk, CA 90650
(213) 864-0704
(415) 327-0908 North Chapter

CMC — **Race With The Best**
SUZUKI SPRING CLASSIC

Sun. Apr. 20	SUNRISE	Event 6
Fri. Apr. 25	ASCOT	Event 7
Sun. Apr. 27	PERRIS	Event 8

(714) 261-6116

calendar

Calendar listings are a free service for **Cycle News** readers and race promoters. All information is the responsibility of the promoters. We suggest calling to confirm details before traveling to an event.

CHAMPIONSHIP EVENTS

AMA/Camel Pro Series

4/18	TT/Gardena, CA
4/26	HM/Phoenix, AZ
5/4	Mile/San Jose, CA
5/10	HM/Gardena, CA
5/16-18	RR/Sonoma, CA
5/25	Mile/Springfield, IL
5/31	HM/Louisville, KY
5/30-6/1	RR/Brainerd, MN
6/6-8	RR/Elkhart Lake, WI
6/13-15	RR/Loudon, NH
6/20-22	RR/Pocono, PA
6/21	Mile/New Orleans, LA
6/27	TT/Hinsdale, IL
6/28	HM/Lima, OH
7/5	HM/Oklahoma City, OK
7/11-13	RR/Monterey, CA
7/19	HM/Parkersburg, WV
7/26*	Mile/DuQuoin, IL
8/1-3	RR/Lexington, OH
8/8-10	RR/Braselton, GA
8/15	HM/Hamburg, NY
8/17	TT/Peoria, IL
8/23	Mile/Indianapolis, IN
8/24	Mile/Indianapolis, IN
8/31	Mile/Springfield, IL
9/7	Mile/Syracuse, NY
9/14	Mile/San Jose, CA
9/20	HM/Gardena, CA
9/27	Mile/Sacramento, CA
10/12	RR/Sebring, FL

1986 AMA/Insport Nippondenso Supercross Series

4/19	Orlando, FL
4/26	Dallas, TX
5/10	Phoenix, AZ
6/7	Los Angeles, CA

AMA National Motocross Series

5/18	Southwick, MA
5/25	Mt. Morris, PA
6/1	Denver, CO
7/6	Buchanan, MI
7/13	Axton, VA
8/3	Binghamton, NY
8/10	Millville, MN
8/17	Hollister, CA
8/24	Washougal, WA

AMA National Championship Enduro Series

4/27	Twain Harte, CA
5/4	Chatsworth, NJ
5/11	Athens, OH
5/25	Saline, LA
8/3	Speedsville, NY
8/17	Moorestown, MI
9/21	New Waverly, TX
9/28	Winterset, IA
10/19	Oklahoma City, OK
10/26	Bear, DE
11/2	Red Mountain, CA

AMA National Championship Hare Scrambles Series

4/20	Redding, CA
6/1	Wapwallopen, PA
6/8	Bellvue, ID
7/20	Sanford, NC
8/31	Millville, MN
10/5	Lynnville, IN
10/12	Bruceton Mills, WV

AMA/NATC National Championship Observed Trials Series

5/24	Pueblo, CO
5/26	Casper, WY
5/31	Mt. Vernon, WA
7/5	Thielman, MN
7/6	Hixton, WI
8/23	Wrentham, MA
8/24	Escoheag, RI
8/30	Middletown, PA
8/31	Cayuta, NY

AMA Reliability Trials/ISDE

Qualifier Series

5/17-18	Rose City, MI
6/21-22	Yamhill, OR
6/28-29	Capitol Forest, WA
7/5-6	Chattanooga, TN

World Championship Road Race Series

5/4	Madrid, Spain
5/18	Milan, Italy
5/25	Eifel, Germany
6/8	Salzburg, Austria
6/15	Rijeka, Yugoslavia
6/29	Assen, Holland
7/6	Spa, Belgium
7/20	Le Castellet, France
8/3	Silverstone, England
8/10	Andersdorp, Sweden
8/24	Misano, Italy
9/28	Hockenheim, Germany

World Championship Endurance Road Race Series

5/11	Estoril, Portugal
6/8	Bologna, Italy
6/22	Zeltweg, Austria
7/27	Suzuka City, Japan
8/17	Spa, Belgium
8/31	Hockenheim, Germany
9/28	Jerez, Spain

World Championship Formula One/Two Road Race Series

5/4	Hockenheim, Germany
5/31	Isle of Man
6/2	Isle of Man
6/29	Assen, Holland
7/13	Barcelona, Spain
7/20	Villa Real, Portugal
8/3	Imatra, Finland
8/17	Dundrod, Ireland
9/28	Hockenheim, Germany

World Championship MX Series

125cc

4/20	Italy
5/4	Belgium
6/1	Spain
6/15	Czechoslovakia
6/28	Ireland
7/27	Sweden
8/3	Germany
8/10	Finland
8/24	Argentina
8/31	Brazil

250cc

5/4	France
5/11	Italy
5/25	Czechoslovakia
6/1	Yugoslavia
6/8	England
6/15	Belgium
6/29	Switzerland
7/6	Germany
7/20	NEW BERLIN, NY
8/24	Sweden

500cc

4/20	Austria
4/27	Holland
5/4	Sweden
5/11	Finland
6/8	Germany
6/22	Canada
6/28	CARLSBAD, CA
7/6	France
7/13	England
8/3	Belgium
8/10	Luxembourg

World Championship Observed Trials Series

4/27	France
6/1	MT. VERNON, WA
6/8	Canada
6/29	Germany
7/6	Austria
7/13	Italy
8/17	Sweden
8/24	Finland

World Speedway Championships

6/15	Pairs Hocking, Germany
8/30	Individual Katowica, Poland
9/14	Long Track Pfarrkirchem, Germany

AMA/AATVA National C'ship Hare and Hound Series

5/25	Delta, UT
10/19	Reno, NV
11/2	Caldwell, ID
12/7	Rocky Point, AZ

SE&TRA Championship Enduro Series

4/27	Lenoir, NC
5/4	Bristol, VA
5/18	Abbeville, SC

ECEA Championship Enduro Series

4/27	Whiting, NJ
5/4	Chatsworth, NJ
5/18	Chatsworth, NJ
5/25	New Philadelphia, PA
6/1	Whiteford, MD
6/8	Stanhope, NJ
6/22	Pine Grove, PA
7/20	Blain, PA
8/3	Speedsville, NY
8/24	Mauricetown, NJ
9/7	Belleplain, NJ
9/21	Shippensburg, PA
9/28	Worcester, PA
10/26	Bear, DE
11/9	Warren Grove, NJ

SE&TRA Championship Hare Scrambles Series

4/20	Spartanburg, SC
5/11	Hudson, NC
5/25	Athens, GA

SCORE Int'l Off-Road Series

6/6-8	Baja International Ensenada, Mexico
8/15-17	Off-Road C'ships Riverside, CA
11/6-9	Baja 1000 Ensenada, Mexico

Suzuki GSXR National Cup and Honda 500cc Interceptor RR Series

4/20*	AFM Sonoma, CA
4/19-20	OMRRA Portland, OR
4/26-27	AFM Rosamond, CA
4/27	WERA Rockingham, NC
5/3-4	WERA Grattan, MI
5/4	MRA Pueblo, CO
5/4*	AFM Sonoma, CA
5/10-11	AAMRR Loudon, NH
5/17-18	WERA Rockingham, NC
5/17-18	AAMRR Pocono, PA
5/18	MRA Denver, CO
5/24-25	AFM Rosamond, CA
5/24-25	OMRRA Portland, OR
5/31-6/1	WERA College St., TX
6/7-8	AAMRR Loudon, NH
6/7-8	WERA Grattan, MI
6/8	MRA Denver, CO
6/14-15	WERA Nelson Ledges, OH
6/15*	AFM Sonoma, CA
6/22	MRA Aspen, CO
6/22	OMRRA Portland, OR
6/28-29	WERA Summit Pt., WV
6/28-29	AFM Rosamond, CA
7/5-6	AAMRR Loudon, NH
7/6	MRA Denver, CO
7/19-20	AFM Rosamond, CA
7/19-20	WERA Savannah, GA
7/26-27	WERA Grattan, MI
7/26-27	WERA Oak Hill, TX
7/27*	AFM Sonoma, CA

8/1-3	OMRRA Portland, OR
8/2-3	AAMRR Pocono, PA
8/2-3	WERA Rockingham, NC
8/3	MRA Denver, CO
8/9-10	AAMRR Loudon, NH
8/9-10	WERA Talladega, AL
8/17*	AFM Sonoma, CA
8/23-24	AFM Rosamond, CA
8/23-24	WERA College St., TX
8/30-31	WERA Blackhawk Farms, IL
8/30-31, 9/1	AAMRR Loudon, NH
9/6-7	MRA Steamboat Sprgs., CO
9/14	OMRRA Portland, OR
9/14*	AFM Sonoma, CA
9/20-21	AFM Rosamond, CA
9/20-21	AAMRR Pocono, PA
9/27-28	WERA Indianapolis, IN
9/28	MRA Denver, CO
10/4-5	WERA Nelson Ledges, OH
10/4-5	WERA Rockingham, NC
10/5	OMRRA Portland, OR
10/5*	AFM Sonoma, CA
10/12-13	WERA Grattan, MI
10/25-26	WERA Oak Hill, TX

*GSXR only

WERA/EBC National Endurance RR Series

4/26	6hr/Rockingham, NC
5/10	6hr/Faulkville, GA
5/17	6hr/St. Louis, IL
6/21	6hr/Talledega, AL
7/5	6hr/Grattan, MI
7/12	6hr/Loudon, NH
8/9-10	24hr/Nelson Ledges, OH
9/13	24hr/Rosamond, CA
9/13	6hr/Savannah, GA
9/20	6hr/Pueblo, CO
10/4	8hr/College Station, TX
10/11	6hr/Pocono, PA
11/1	6hr/Savannah, GA
11/15	8hr/Talledega, AL

WERA National Sprint RR Series

6/8	Grattan, MI
7/20	Savannah, GA
5/4	Pocono, PA
5/18	Rockingham, NC
5/18	Nelson Ledges, OH
6/1	College Station, TX
8/10	St. Louis, IL
8/24	College Station, TX
8/31	Nelson Ledges, OH
9/7	Grattan, MI
9/28	Talladega, AL
10/19	Summit Pt., WV

Dragbike! National Championship Series

4/12-13	Eunice, LA
4/19-20	TBA
5/3-4	St. Louis, MO
5/17-18	Palmdale, CA
5/24-25	Lubbock, TX
5/25	Xenia, OH
5/26	Amarillo, TX
5/31-6/1	Louisville, KY
6/7-8	Syracuse, NY
6/20-21	Pocono, PA
6/28-29	Cedar Falls, IA
7/5-6	Columbus, OH
7/19-20	Spokane, WA
7/26-27	Colchester, CT
8/2-3	Cordova, IL
8/9-10	Carlsbad, CA
8/16-17	Spokane, WA
8/23-24	Fremont, CA
8/30-31	Rising Sun, MD
9/7	Martin, MI
9/13-14	Kansas City, MO
9/20-21	Bristol, TN
9/27-28	Bradenton, FL
10/4-5	Rockingham, NC
10/18-19	Palmdale, CA
10/25-26	W. Palm Beach, FL
11/1-2	Phoenix, AZ
11/15-16	Gainesville, FL

SERA Championship Enduro Series

4/20	Crystal Springs, MS
5/4	Meridian, MS
5/25	Saline, LA
6/8	Wiggins, MS
6/22	Acadiana, MS
7/27	Tuscumbia, Al
8/10	Goodman, MS
10/12	Maylene, AL
11/2	Maplesville, AL

IDBA National Championship Drag Racing Series

4/26-27	Greensboro, NC
6/14-15	Cincinnati, OH
8/11-12	Union Grove, WI
10/11-12	Birmingham, AL
5/17-18	Warner Robins, GA
7/19-20	Norwalk, OH
9/20-21	Atco, NJ
11/8-9	Baton Rouge, LA

MRAN Desert Series

4/20	Las Vegas, NV
5/3-4	Las Vegas, NV
6/22	Las Vegas, NV
7/6	Las Vegas, NV
8/10	Las Vegas, NV
9/21	Las Vegas, NV
10/26	Las Vegas, NV
11-16	Las Vegas, NV
12-7	Las Vegas, NV

AFM Road Race Series

4/19-20	Sonoma, Ca
4/26-27	Rosamond, CA
5/4	Sonoma, CA
5/24-25	Rosamond, CA
6/8	Sonoma, CA
6/28-29	Rosamond, CA
7/5-6	Sonoma, CA
7/19-20	Rosamond, CA
7/27	Sonoma, CA
8/16-17	Sonoma, CA
8/23-24	Rosamond, CA
9/14	Sonoma, CA
9/20-21	Rosamond, CA
10/12	Sonoma, CA
10/25-26*	Sonoma, CA
10/25-26	Rosamond, CA
11/22-23*	Rosamond, CA

Willow Springs Toyota/Budweiser Formula USA and Kerker Superbike Series

4/26-27	Rosamond, CA
5/24-25	Rosamond, CA
6/28-29	Rosamond, CA
7/19-20	Rosamond, CA
8/23-24	Rosamond, CA
9/20-21	Rosamond, CA
10/25-26	Rosamond, CA
11/22-23*	Rosamond, CA

*Endurance

ARRA Road Race Series

5/3-4	Rosamond, CA
5/31-6/1	Rosamond, CA
7/5-6	Rosamond, CA
8/2-3	Rosamond, CA
9/6-7	Rosamond, CA
10/4-5	Rosamond, CA
11/1-2	Rosamond, CA
12/6-7	Rosamond, CA
12/20-21	Riverside, CA

AMA/MotoWorld U.S. Endurance RR Championship Series

5/3	500m Elkhart Lake, WI
5/17	500k Sonoma, CA
5/31	500k Brainerd, MN
6/14	500k Loudon, NH
7/3	250m Daytona Beach, FL
8/2	500k Lexington, OH
8/9	500k Faulkville, GA
8/23	500m Summit Pt., WV
9/6	500m Charlotte, NC
9/27	500k Denver, CO
10/11	500k Sebring, FL
10/17	500m Daytona Beach, FL

AMA/CCS National RR Sprint Series

4/19-20	Savannah, GA
5/10-11	Summit Pt., WV
5/24-25	Savannah, GA
6/20-21	Blackhawk Farms, IL
6/28-29	Braselton, GA
7/19-20	Blackhawk Farms, IL
7/26-27	Summit Pt., WV
8/2-3	Blackhawk Farms, IL
8/9-10	Lexington, OH
8/16-17	Sebring, FL
8/23-24	Blackhawk Farms, IL
8/30-31	Savannah, GA
9/20-21	Summit Pt., WV
9/27-28	St. Louis, IL
10/18-19	Daytona Beach, FL

Canadian National Supercross Series

5/13	Calgary, Alberta
5/17	Vancouver, BC
5/23	Montreal, Quebec
5/24	Montreal, Quebec
6/7	Toronto, Ontario

AAMRR Florida RR Series

5/26	West Palm Bch, FL
7/20	West Palm Bch, FL
8/24	West Palm Bch, FL
10/5	West Palm Bch, FL
11/30	West Palm Bch, FL

AAMRR Road Race Series

5/10-11	Loudon, NH
5/17-18*	Pocono, PA
6/7-8*	Loudon, NH
7/5-6*	Loudon, NH
8/2-3*	Pocono, PA
8/9-10	Loudon, NH
8/30-9/1*	Loudon, NH
9/20-21	Pocono, PA
9/27-28	Loudon, NH
10/18-19	Pocono, PA

*AMA/CCS co-sanction

AMA/D-26 Tri-State MX Series

5/3	Rock Springs, WY
5/24	Las Vegas, NV

CMC Pac-West MX Series

6/22	Redding, CA
7/13	Roseburg, OR
8/3	Seattle, WA
8/17	Zion, UT

Northwest M/C Assn. Off-Road Championship

6/8	HS, Tenino, WA
6/15	ISDE, Bellingham, WA
6/29	ISDE, Olympia, WA
10/19	E, Bellingham, WA

Northwest M/C Assn. Enduro Series

5/18	Mt. Vernon, WA
5/31	Bellingham, WA
6/1	Bellingham, WA
10/19	Bellingham, WA

WMRRA Road Race Series

4/27	Seattle, WA
6/15	Seattle, WA
9/21	Seattle, WA
10/19	Seattle, WA

SMX Yamaha California Classic Series*

5/4	Sunnymead, CA
5/25	San Bernardino, CA
6/1	Sunnymead, CA
7/13	Perris, CA
8/17	Sunnymead, CA
8/24	San Bernardino, CA
10/12	Perris, CA
11/2	Sunnymead, CA
11/9	Perris, CA

*Tentative

Westwood Motorcycle RR Club

4/20	Westwood, B.C.
5/18	Westwood, B.C.
6/8	Westwood, B.C.
6/22	Westwood, B.C.
7/6	Westwood, B.C.
8/17	Westwood, B.C.
8/31	Westwood, B.C.
9/1	Westwood, B.C.
9/28	Westwood, B.C.
10/19	Westwood, B.C.

MRA Road Race Series

5/4	Pueblo, CO
5/18	Denver, CO
6/8	Longmont, CO
6/22	Aspen, CO
7/6	Denver, CO
7/20	Aspen, CO
8/3	Longmont, CO
8/23-24	Aspen, CO (6 hr)
9/6-7	Steamboat Springs, CO
9/27	Denver, CO (6 hr)
9/28	Denver, CO

CMC Suzuki Spring Classic MX Series

4/18	Gardena, CA
4/20	Adelanto, CA
4/25	Gardena, CA
4/27	Perris, CA
5/2	Gardena, CA
5/4	Otay, Mexico

AMA/Budweiser Carolina Spring Series

4/20	Raeford, NC

AMA/Wiseco 100 Miler Hare Scrambles Series

4/19-20	Tarentum, PA
5/10-11	Bruceton Mills, WV
6/14-15	Bruceton Mills, WV
10/12	Bruceton, WV
11/1-2	Tarentum, PA

CRC PRESENTS

SCOTT USA PJ1 SCOTT USA PJ1 CRC

AMATEUR SUPERCROSS

SUN DEVIL STADIUM

TEMPE, AZ

SUNDAY MAY 11, 1986

30% Super Stadium TROPHIES
Plus special Mother's Day Plaques

$1500 Pro MX Purse *

$1000 3-Wheeler & Quad Pro Purse **

Contingencies

RIDE THE SAME COURSE THE PROS RIDE ON SATURDAY NIGHT

Limited Entries

CLASSES:

PeeWee, Women, 3-Wheelers, Quads, 60cc, 80cc, 125cc, 250cc, 500cc, Vets(+30), Beginners, Novices, Intermediates, Experts/Pros.

Stock and mod. class available in 80cc only

Entries will be accepted on a first come basis. No post entries — Entries must be rec'd by May 5, 1986. Must ride your highest classification, all class winners will be verified.

NMA CRC

IMPORTANT! MAIL YOUR ENTRY NOW!

CRC & NMA Members $40.00
Non-members $50.00
Spectators (any seat) $6.50.
Spectator tickets available at stadium

Mail entries to: CRC, 24518 Island Ave., Carson, CA 90745

* 15 riders required to make class, less than 15-75% payback based on membership entry fee
** 10 riders required to make class, less than 10-75% payback based on membership entry fee.

YOU Can Go Road Racing!

Club Racing At Its Best

Races at: Bryar Motorsport Park — LOUDON, NH
and Pocono International Raceway — POCONO, PA
In The South At: Moroso Park — WEST PALM BEACH, FL

Make the move off the street and onto the race track. For competitor and event information write:

aam rr

Assoc. of American Motorcycle Road Racers
268 East Street
Hebron, CT 06248

MOTO SPORT TRAILS

Malvern, Ohio

Ohio's Finest MX Track!

1986 Spring Motocross Schedule

April 20
May 11 (CRA Spring Series Race)
May 25
June 7 & 8 (AMA N.E. Amateur & Youth Championship Qualifier)
June 29
July 13
July 20

C.R.A.

AMA SANCTIONED

Mini Practice 8:00am — Race 9:00am
Big Bikes Practice 11:00am — Race 12:00 Noon
Gates Open at 6:30am

AMA Membership Required To Race
REGULAR CLASSES + MONEY CLASSES
Amateurs Have Choice Of Gift Certificates or Trophies

Moto Sport Trails Is Located 2½ Miles West Of Malvern, OH Just Off State Rt. 183/42, Watch For Signs.

INFORMATION: 216/821-2966 or 216/821-8777

GRAN PRIX So. Cal. DOUBLE CROSS

DOUBLE CROSS RACING

April 13 Sunrise Cycle Park G.P.

INFO: (714) 371-6333

CRC RACE SCHEDULE
ATV Classes At All Events

Apr. 20 — MOTOCROSS
Glen Helen Raceway
$2000 Malcolm Smith

May 4 — MOTOCROSS
Edwards Air Force Base

Apr. 27 — GOLDEN GEAR GP
L.A. County Raceway

May 11 — MOTOCROSS
L.A. County Raceway

(213) 830-7519

SELL YOUR OLD MOTORCYCLE WITH A CYCLE NEWS WANT AD!!

PERRIS
...Is The Place!

April 19 SMX
April 26 SMX
April 27 CMC MX
May 3&4
Anaheim Hi-Siders GP
May 10 SMX
May 11 SMX
May 17 SMX
May 18 SRA GP
May 24 SMX
May 26 Double Cross GP

BUZZ BOMB 100
AT PLASTER CITY EAST

SUNDAY, APRIL 20, 1986
FUN DESERT RACING FOR BIKES ● TRIKES ● QUADS & ODY
PRACTICE SAT ● RACE SUN
INFO: (619) 427-5759

FIGHT FOR YOUR RIGHTS!

California Off-Road Vehicle Assn. (CORVA) protects your rights and interests as a member of the tax-paying, off-roading public
We make your voice heard in the effort to keep riding areas open.

For Information & Membership Please Call: (415) 672-8278

CORVA 5518 Colorado Drive Concord, CA 94521

ARA FAMILY STYLE DESERT RACING
SPECIAL PUSHROD & OHC 4 STROKE M/C CLASSES

BEGINNER	NOVICE OR BETTER
ATV 20 MI. 8:00 AM	CYCLE 60 MI. 10:00 AM
CYCLE 40 MI. 9:00 AM	ATV 40 MI. 11:30 AM

"EASY 20 MILE COURSE"
100% Finisher Pins & Super Trophies to 30% of 125, 200, 250 & Open, Plus Youth, Jr, Vet, Sr. Sup. Sr. & P.P.
Concessions, Restrooms, Medical Staff, Free Camping
FREEWAY, FOOD & LODGING CLOSE BY
$25.00 Mail — $30.00 Post — Non-Members Add $5.00 Membership Not Required
SUNDAY, APR. 20th. For Entry Blanks & Rider's Instructions, Send S.A.S.E. to ARA, Box 443, Hemet, CA 92343
Directions: 8 miles south of Barstow. Sidewinder offramp off Interstate 15
Further Info. Call (714) 925-8608

NMA NATIONAL MOTOSPORT ASSOCIATION
MINICYCLE MOTORCYCLE MOTOCROSS
NATIONAL & REGION ACTIVITIES
SANCTIONS — MEMBERSHIPS
CONTACT NMA
P.O. BOX 46
NORWALK, CA 90650
(213) 868-8112

Speedway
APRIL 18
Costa Mesa, CA
Info — (714) 492-9933

AMA Regional Championship Dirt Track Series

Eastern Region

5/26	HM/York, PA
6/7	HM/Nazareth, PA
6/13	HM/Troy, OH
6/14	HM/Dayton, OH
6/21	HM/Greenville, OH
7/12	HM/Hagerstown, MD
7/18	HM/Orrville, OH
8/10	HM/Marysville, OH
9/1	HM/Zanesville, OH

Central Region

5/24	ST/Springfield, IL
6/22	TT/Grant, MI
7/4	HM/Odessa, MO
8/30	ST/Springfield, IL

Western Region

8/9	ST/Sturgis, SD
8/10	HM/Sturgis, SD

Mexican Motocross Series

4/27	Sucro Track, Chiromoya Ranch
5/25	Sucro Track, Chiromoya Ranch
6/15	Sucro Track, Chiromoya Ranch
6/29	Sucro Track, Chiromoya Ranch
7/19	Stadium, Ensenada

Magoo Invitational World Old-Timers Championship

6/14-15	Sacramento, CA

AMA/Am/Youth National Championships

7/19-20	ST/Harpersville, NY
7/23-24	TT/Harpersville, NY
7/26-27	HM/Harpersville, NY

ADRA Desert Championship Series

4/27	Aguila, AZ
5/25	Camp Wood, AZ
6/29	Snowflake, AZ
7/27	Flagstaff, AZ
8/31	Heber, AZ
10/5	Young, AZ
11/2	Wickenburg, AZ
12/6	Lukeville, AZ

OMRRA Road Race Series

4/20	Portland, OR
5/25	Portland, OR
6/22	Portland, OR
8/3	Portland, OR
9/14	Portland, OR
10/5	Portland, OR

WRA Canadian Road Race Series

4/20	Westwood, BC
5/18	Westwood, BC
6/8	Westwood, BC
7/6	Westwood, BC
8/17	Westwood, BC
8/31	Westwood, BC
9/28	Westwood, BC

BRA Motocross Series

4/20	Sturgis, SD
5/4	Spearfish, SD
5/10-11	Alliance, NE
5/18	Rapid City, SD
6/7	Alliance, NE
6/8	Alliance, NE
6/22	Sturgis, SD
7/6	Spearfish, SD
7/20	Alliance, NE
8/3	Sturgis, SD
8/16	Rapid City, SD
8/17	Rapid City, SD
8/31	Spearfish, SD
9/6	Rapid City, SD
9/14	TBA

APRIL

S	M	T	W	T	F	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30			

● Denotes Pro Payback

April 16

CALIFORNIA BMA MOTOCROSS
● Baylands Raceway Park, Fremont. Info 415/651-2545.

CALIFORNIA CLUB MEETING
Oakland M/C Clubhouse, 742 45th Ave., Oakland. Info 415/537-5392 or 835-8521.

CALIFORNIA MOTORCYCLE DRAGS
● Baylands Raceway Park, Fremont. Info 415/651-2545.

CALIFORNIA AMA SPEEDWAY
Inland Motorcycle Speedway, San Bernardino. American Raceways. Info 818/446-0969.

MASSACHUSETTS MOTOCROSS
Wallace Raceway, Brookfield. NEMCA. Info 603/888-2750.

April 17

CALIFORNIA SPEEDWAY
Baylands Raceway Park, Fremont. Info 415/651-2545.

CALIFORNIA SPEEDWAY
Ascot Raceway, Gardena. Info 213/515-5115.

OREGON MOTOCROSS
● Portland Int. Raceway, Portland. Info 503/285-6635.

WASHINGTON SHORT TRACK
● Clark County Fairgrounds, Ridgefield. Info 503/283-3773.

April 18

CALIFORNIA CMC MOTOCROSS
● P.A.L. Racetrack, Santa Clara. North American MX Racing Ent./Chris Haaland. Info 408/224-6015.

CALIFORNIA CMC MOTOCROSS
● Baylands Raceway Park, Fremont. Info 415/651-2545.

CALIFORNIA CMC MOTOCROSS
Ascot Park, Gardena. Event 5 of Suzuki Spring Classic. Info 714/261-6116.

CALIFORNIA SPEEDWAY
Orange County Fairgrounds, Costa Mesa. Info 714/492-9933.

CALIFORNIA SWAP MEET
Orange County Fairgrounds, Costa Mesa. Inter-Shows. Info 714/364-2542.

CALIFORNIA FLAT TRACK
Airport Raceway, Porterville. Porterville Spinners. Info 209/784-6301.

PENNSYLVANIA MOTOCROSS
Motordrome Speedway, Smithton. Info 304/594-1157.

TEXAS MOTOCROSS
Ross Downs MX Track, Colleyville. Info 817/481-2804.

TEXAS MOTOCROSS
● Rio Bravo MX Park, Houston. Info 713/458-0090.

TEXAS MOTOCROSS
● Mosier Valley MX Park, Euless. Info 817/540-3813.

April 19

ALABAMA MOTOCROSS
Bessemer. County Line Raceway. Info 205/477-5389 or 477-6848.

ALABAMA MOTOCROSS
Gary's Warrior MX Track, Warrior. Info 205/849-8069.

ALABAMA MOTOCROSS
Ashland/Talladega. Coleta Valley MX. Info 205/354-2805.

CALIFORNIA HALF MILE
Airport Raceway, Porterville. Porterville Spinners. Info 209/784-6301.

CALIFORNIA AMA SHORT TRACK
● Lodi Cycle Bowl, Lodi. Pro-Am only. Dist. 36. Info 209/368-7182.

CALIFORNIA AMA SHORT COURSE
Bolado Park, Hollister. San Benito County Fairgrounds. R & D Ent./Dist. 36. Info 408/449-7367.

CALIFORNIA SMX MOTOCROSS
● Perris Raceway, Perris. Info 714/582-3482 or 582-2522.

CALIFORNIA NIGHT DRAGS
Carlsbad Raceway, Carlsbad. Info 619/727-1171.

FLORIDA AMA SUPERCROSS
Orlando Stadium, Orlando. Super Sports. Info 813/822-8929.

KENTUCKY MOTOCROSS
New Fairgrounds, Scottsville. Allen County Jaycee. Info 502/237-4688.

OHIO SHORT TRACK
● Grand Lake M/C Club, Mendon. Info 419/795-4702 or 795-4941.

OHIO MOTOCROSS
1 miles north of McArther, Vinton County Fairgrounds. Thompson Promotions. Info 614/596-2057.

OHIO MOTOCROSS
Delta Motorsport Park, Delta. Glass City M/C Club. Info 419/825-1997 or 825-1647.

PENNSYLVANIA AMA SHORT TRACK
Trail-Way Speedway, Hanover. Info 717/359-4310.

SOUTH CAROLINA MOTOCROSS
Secession MX Track, Anderson. Dixie Land Racing. Info 803/348-2234 or 296-5983.

WASHINGTON MOTOCROSS
Woodland MX Park, Woodland. Info 503/667-5701 or 665-6707.

April 18-20

CALIFORNIA MMA ROAD RUN
Hanford. Info 916/442-4727.

BRITISH COLUMBIA AUTORAMA
Victoria. Esquimalt Sports Centre. Info 604/385-8571.

NEVADA NMA MOTOCROSS
Las Vegas MX Park, Las Vegas. World Mini Championship. Las Vegas MX Club. Info 702/878-8977.

April 19-20

ARIZONA MOTOCROSS SCHOOL
Canyon Raceway, Phoenix. Russ Darnell MX School. Info 714/244-1213.

IOWA SWAPMEET
Central Iowa Fairgrounds, Marshalltown. Info 515/483-2159.

MINNESOTA AMA MOTOCROSS
Buchanan. Red Bud Cycle Club. Info 616/695-6405.

OREGON HILLCLIMB
1 mile north of Grants Pass. Iron Horse Ent. Info 503/476-6739.

PENNSYLVANIA CROSS COUNTRY
Tarentum. Wiseco AMA/AATVA Grand National. Info 304/594-1157.

TEXAS MOTOCROSS SCHOOL
Good Times MX Park, San Antonio. Donnie Hansen MX Academy. Info 512/674-5480.

April 20

ALABAMA MOTOCROSS
● Ft. Rucker. Flying Wheels MX Club. Info 205/598-4527 or 598-2927.

ALABAMA MOTOCROSS
Burnsville MX Track, Burnsville. Info 205/874-4844.

ALABAMA MOTOCROSS
Indian Creek MX, Cullman. North ALabama MX Assoc. Info 205/734-0541.

ALASKA AMRA MOTOCROSS
Kincaid Park, Anchorage. Info 907/344-8229.

ARIZONA PRRO ROAD RACE
Phoenix International Raceway, Phoenix. Info 602/583-8859.

ARKANSAS MOTOCROSS
Camelback MX Regional Park, Pine Bluff. Info 501/534-6084.

CALIFORNIA CRC MOTOCROSS
● Glen Helen Regional Park. Info 213/830-7519.

CALIFORNIA ROAD RALLY
Monterey County Fairgrounds, Monterey. Monterey Bay Euro M/C Club. Info 408/637-8101 or 373-8197.

CALIFORNIA CMC MOTOCROSS
● Huron Cycle Park, Huron. Supersport MX Promotions. Info 209/673-8080.

CALIFORNIA ARA DESERT RACE
Barstow. Sidewinder Rd. Info 714/925-8608.

CALIFORNIA SRA MOTOCROSS
Hilltoppers. Info 714/828-1358.

CALIFORNIA AFM ROAD RACE
Sears Point Raceway, Sonoma. Info 805/256-2471.

CALIFORNIA CMC MOTOCROSS
● Sunrise Valley Cycle Park, Adleanto. Event #6 of Suzuki Spring Classic. Info 714/261-6116.

CALIFORNIA AMA DESERT RACE
Plaster City East. Buzz Bomb 100. Dist. 38. Info 619/427-5759.

CALIFORNIA SMX MOTOCROSS
● DeAnza Cycle Park, Sunnymead. Yamaha Classic Series. Info 714/582-3482 or 582-2522.

CALIFORNIA CMMC MOTOCROSS
Barona Oaks Raceway, Ramona. Info 619/565-2406.

CALIFORNIA CMC MX
● Carlsbad Raceway, Carlsbad. Info 714/261-6116.

CALIFORNIA CMC MOTOCROSS
Argyll Park, Dixon. Info 916/678-3592.

CALIFORNIA AMA GRAND PRIX
● Shasta Dam, Redding. Info 916/243-4277.

CALIFORNIA AMA ENDURO
Los Padres National Forest, Pozo. Cal Poly Penguins. Info 805/549-8491.

CALIFORNIA CMC MOTOCROSS
● P.A.L. Racetrack, Santa Clara. North American MX Ent./Chris Haaland. Info 408/224-6015.

CALIFORNIA AMA ROAD RUN
District 37. Info 213/865-2896.

CALIFORNIA MOTOCROSS
White Wolf Raceway, Bakersfield. R & L Ent. Info 805/834-0284.

CALIFORNIA AMA TT
● Salinas Rodeo Grounds, Salinas. Champion Productions. Info 408/436-8228.

COLORADO RMTA TRIALS SCHOOL
Call for location. Info 303/475-2018.

FLORIDA MOTOCROSS
Bunnell. FL Sportsmen MX. Info 904/225-5320.

GEORGIA FMC MOTOCROSS
14 miles north of Fitzgerald. Info 912/643-7265.

GEORGIA MOTOCROSS
Rome. Georgia Spring Series. Echeconee MX. Info 912/788-8227.

GEORGIA MOTOCROSS
● High Falls. Thunder Creek MX. Info 912/994-6630.

ILLINOIS MOTOCROSS
Southern Illinois Raceway, Woodlawn. Info 618/242-7402.

KENTUCKY FLAT TRACK
Sturgis. Tradewater 3-Wheel Club/WKCRA. Info 502/333-2614.

MARYLAND HARE SCRAMBLES
Budds Creek. Potomac MX. Info 301/475-2000.

MARYLAND MOTOCROSS
Budds Creek. Potomac MX. Info 301/475-2000.

MASSACHUSETTS MOTOCROSS
Southwick. NESC. Info 413/772-0685.

MISSOURI HARE SCRAMBLES
Wyconda Wild Man. Info 816/328-6315 or 727-3513.

MONTANA MOTOCROSS
Billings M/C Club, Billings. Info 406/252-5588 or 252-7216.

MEXICO SRA GRAND PRIX
Rosarito Beach, Baja. Info 213/428-4971 or 898-4557.

NEVADA CLUB MEETING
Las Vegas. Las Vegas Retreads. Info 602/979-2692.

NEVADA CLUB MEETING
Las Vegas. Las Vegas Goldwings. Info 602/979-2692.

NEVADA HARE SCRAMBLES
MRAn. Info 702/361-3060.

NEW JERSEY AMA MOTOCROSS
● Englishtown. Old Bridge Raceway Park. Info 201/446-6331.

NEW YORK MOTOCROSS
Hunt MX Track, Hunt. Western NY Sports Committee. Info 716/476-2697.

NEW YORK MOTOCROSS
7 miles west of Ithaca. Moto Trax Inc. Info 315/253-9631.

NEW YORK TRIALS
Peral Street, Moreland. Info 607/535-9321.

NORTH CAROLINA AMA MOTOCROSS
● Montrose MX, Raeford. Carolina Spring Series. Info 919/875-3805.

NORTH CAROLINA MOTOCROSS
Lenoir. Wilkes County MX. Info 704/758-4342 or 754-0863.

NORTH CAROLINA HARE SCRAMBLES
Taylorsville. Cycleland, Inc. Info 704/632-3301.

NORTH CAROLINA MOTOCROSS
Silver Creek Knob MX Park, Morganton. Info 704/584-4150.

OHIO AMA MOTOCROSS
Malvern. Motosport Trails Inc./CRA. Info 216/821-2966 or 216/821-8777.

OHIO COCR/AMA MOTOCROSS
● Sugar Grove. Budweiser Classic Series. Info 614/237-3511.

OHIO DIRT DRAGS
New Waterford. Info 216/482-2112 or 457-2026.

OHIO AMA MOTOCROSS
Dirt County MX Park, Blanchester. Info 513/625-9987 or 791-8970.

OHIO HARE SCRAMBLE
Mansfield M/C. Info 419/468-2770 or 524-1347.

OHIO SHORT TRACK
● Grand Lake M/C Club, Mendon. Info 419/795-4702 or 795-4941.

OKLAHOMA MOTOCROSS
South of Tulsa International Raceway, Tulsa. Tulsa Area Motosports. Info 918/266-6136.

OKLAHOMA MOTOCROSS
Preston. Broken Spoke MX. Info 918/321-3328.

OKLAHOMA CROSS COUNTRY RACE
Stillwater. Info 405/224-0362.

OREGON OMRRA ROAD RACE
Portland. Info 206/363-3597.

OREGON HARE SCRAMBLES
● Jacksonville. MRA/OMRA. Info 503/664-1722 or 779-8088.

PENNSYLVANIA MOTOCROSS
Hurricane Hills Sports Center. Info 717/587-2190 or 222-9290.

PENNSYLVANIA MOTOCROSS
Steel City USA, Delmont. World Sports. Info 304/594-1157.

PENNYSLVANIA MOTOCROSS
Hookstown. Beaver Valley Raceway, 412/693-2880.

TENNESSEE MOTOCROSS
Smoky Mountain, Pigeon Forge. Info 615/453-4622 or 453-8203.

TEXAS MOTOCROSS
● Mosier Valley MX Park, Euless. Info 817/540-3813.

TEXAS MOTOCROSS
Conroe MX Park, Conroe. Info 712/756-4114 or 273-2336 .

TEXAS NMA MOTOCROSS
● Lakeside MX Park, Bastrop. Info 512/327-5259.

TEXAS AMA FLAT TRACK
Big H Speedway, Houston. Info 817/488-9133.

TEXAS ENDURO
Post. High Plains Enduro Circuit. Info 806/797-5653 or 744-2828.

TEXAS MOTOCROSS
Beaumont Dirt Diggers. Info 409/842-5156.

VIRGINIA AMA POKER RUN
Crossroads Cycle, Crossroads. Potomac Area Road Riders. Info 301/248-4360.

WASHINGTON AMA MOTOCROSS
Webb Hills Raceway, Shelton. D-27. Info 206/643-0887 or 735-1672.

WASHINGTON AMA ROAD RUN
N.W. Harley Dressers. Info 206/364-4372.

WASHINGTON MXNW MOTOCROSS
Washougal MX Track, Washougal. Info 503/761-6042.

WEST VIRGINIA AMA HILLCLIMB
Alum Creek. Challenge Hillclimb Club. Info 304/756-3551.

WYOMING MOTOCORSS
Cheyenne Cycle Club, Cheyenne. SRAC. Info 303/458-1352.

April 22

CALIFORNIA SPEEDWAY
Ventura Raceway, Ventura Fairgrounds, Ventura. Info 805/985-5433.

April 23

CALIFORNIA BMA MOTOCROSS
● Baylands Raceway Park, Fremont. Info 415/651-2545.

CALIFORNIA CLUB MEETING
Oakland M/C Clubhouse, 742 45th Ave., Oakland. Info 415/537-5392 or 835-8521.

CALIFORNIA MOTORCYCLE DRAGS
● Baylands Raceway Park, Fremont. Info 415/651-2545.

CALIFORNIA AMA SPEEDWAY
Inland Motorcycle Speedway, San Bernardino. American Raceways. Info 818/446-0969.

April 24

CALIFORNIA SPEEDWAY
Baylands Raceway Park, Fremont. Info 415/651-2545.

CALIFORNIA SPEEDWAY
Ascot Raceway, Gardena. Info 213/515-5115.

OREGON MOTOCROSS
● Portland Int. Raceway, Portland. Info 503/285-6635.

WASHINGTON SHORT TRACK
● Clark County Fairgrounds, Ridgefield. Info 503/283-3773.

April 25

CALIFORNIA CMC MOTOCROSS
● P.A.L. Racetrack, Santa Clara. North American MX Racing Ent./Chris Haaland. Info 408/224-6015.

CALIFORNIA CMC MOTOCROSS
● Baylands Raceway Park, Fremont. Info 415/651-2545.

CALIFORNIA CMC MOTOCROSS
Ascot Park, Gardena. Suzuki Spring Classic, event #7. Info 714/261-6116.

CALIFORNIA SPEEDWAY
Orange County Fairgrounds, Costa Mesa. Info 714/492-9933.

ILLINOIS TT SCRAMBLES
Santa Fe Speedway, Hinsdale. Info 312/839-1050.

PENNSYLVANIA MOTOCROSS
Motordrome Speedway, Smithton. World Sports. Info 304/594-1157.

TEXAS MOTOCROSS
Ross Downs MX Track, Colleyville. Info 817/481-2804.

TEXAS MOTOCROSS
● Rio Bravo MX Park, Houston. Info 713/458-0090.

TEXAS MOTOCROSS
● Mosier Valley MX Park, Euless. Info 817/540-3813.

WEST VIRGINIA MOTOCROSS
Ripley. Big Sandy Hillclimb Club. Info 304/565-4062.

April 26

ALABAMA MOTOCROSS
Bessemer. County Line Raceway. Info 205/477-5389 or 477-6848.

ARIZONA AMA HALF MILE
Phoenix. Info 614/891-2425.

CALIFORNIA SMX MOTOCROSS
● Perris Raceway, Perris. Info 714/582-3482 or 582-2522.

CALIFORNIA NIGHT DRAGS
Carlsbad Raceway, Carlsbad. Info 619/727-1171.

CALIFORNIA CYCLE SHOW
Tulare County Fairgrounds, Tulare. Info 209/532-9563.

CALIFORNIA AMA SHORT COURSE
● Boaldo Park, Hollister. San Benito County Fairgrounds. R & D Ent./D-36. Info 408/449-7367.

GEORGIA FMC MOTOCROSS
South Georgia MX. Info 912/244-6050 or 638-6096.

NEW YORK M/C SAND DRAG
Glad Rag Sand Drag Track, Saratoga. Am Jam. Info 518/882-9863 or 346-0521.

OKLAHOMA FLAT TRACK
Muskogee Fairgrounds, Muskogee. Info 918/585-5820.

OKLAHOMA HARLEY DRAGS
Willow Run Racewa, Oklahoma City. Marion Owens Okie National. Info 312/250-0838.

OKLAHOMA MOTOCROSS
Motorcycle Raceways, Oklahoma City. Info 405/681-9492.

PENNSYLVANIA AMA MOTOCROSS
Trail-Way Speedway, Hanover. Info 717/359-4310.

TEXAS AMA SUPERCROSS
Texas Stadium, Irving. Pace Management. Info 713/621-8600.

WEST VIRGINIA SHORT TRACK
Jackson County Speedway, Ripley. Big Sandy Hillclimb Club. Info 304/565-4062.

April 25-27

CALIFORNIA WORLD OF WHEELS
Monterey Fairgrounds, Monterey. Info 408/267-7947.

April 26-27

CALIFORNIA AFM ROAD RACE
Willow Springs International Raceway, Rosamond. Info 805/256-2471.

SOUTH CAROLINA AMA MOTOCROSS
Secession MX Track, Anderson. Info 803/296-5983 or 348-2234.

La Carrera Classic The Mexican Road Race The Only Road Race

MAY 10, 1986 150 Miles of Fast 2-Lane Blacktop. Mexican Hwy. 3/Ensenada to San Felipe.

Sanctioned and sponsored by Dept. of Tourism, Baja, California and the Mexican Motorcycle Federation. Each possible road crossing will be manned by a Mexican Highway Patrolman. The road is closed to traffic for the duration of the race. Safety by Air-Evac.

Class Qualifications: Bikes conforming to AMA Vintage Racing Rules or Calif. Vintage Racing Group Rules; BOTT Eligible Bikes; Dual-Purpose Bikes; Any Single or Twin, Up to 1000cc. 3 Entries make a class.

REDUCED ENTRY FEE: Thanks to early sponsors Avon Tires, Kawasaki, Tecate Beer, Westlake Motors (GB), we are able to reduce entry to $175.00.

Entry and Info: *La Carrera Classic*, 3049 Laurel Canyon Rd., Studio City, CA 91604
(213) 464-5720 (Loyal) **or (818) 703-5083** (Cliff)

MAUNA KEA 200 ROCK ISLAND RIDERS

RIDE ENDURO IN HAWAII 11th ANNUAL

MAUNA KEA 200 ENDURO

Memorial Day Weekend — May 24-25, 1986

PRE-ENTRY DEADLINE: APRIL 30 ● ENTRY FEE: $125.00

Includes: Lunch, dinner, lodging for riders only, Saturday night. Breakfast, lunch and banquet Sunday. Extra banquet tickets, $20.00 per person. Tee shirts and beer.

Classes: 125-200cc, 201-250cc, 251cc-Open; A and B
(All bikes must be Enduro-Street Legal)

The ride will be a two-day timekeeping enduro covering approximately 200 miles. Altitudes may vary from sea level to approximately 10,000 feet. Contrary to rumors spread by humorless riders, we do not get below sea level. But, waterproofing is advised. Bikes should be capable of 60 miles of rough terrain between gas checks. Success depends upon rider stamina, equipment reliability, and accurate timekeeping.

This year we hope to create the greatest event Hawaii has ever seen on two wheels. **ALOHA!**

Mail entry to: Rock Island Riders, P.O. Box 631, Hilo, Hawaii 96720
Entry & Info Call: (808) 935-8448 or (808) 966-7532

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Motorcycles & Parts
11 yrs. experience With Can-Ams
Enduro & Hare Scrambles Experts To Serve You
1-800-BIK-BARN Out of State Line Only
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MORRISON, IL 61270
In ILL Call **815/778-3641**
Owner Bill Gusse

Asheboro MX Raceway
Asheboro, North Carolina
Hwy. 49 S. - ½ mi. south of US 220 & 64
MOTOCROSS
Sign Up 8AM-Prac. 10AM-Race 11AM
Sunday April 27
AMA Dist. 29 Point Paying
$500.00 Pro ("A") Purse
(Based Upon Rider Turnout)
All Regular Classes Trophies & Contingencies
Concessions
Overnight Camping
For Info Contact Jim or Lona Duggins
919/629-1489 or 857-2196

Cycle News readers — the first to know!

North Alabama Outlaw Motocross Championship
Round #8 — April 27
Warrior MX Park — Warrior, AL
Gates Open 9:00 am ● Practice 11:00 am
Race 12 Noon
Located 2 miles north of downtown Warrior, take Warrior exit 280 off I-65, follow signs.
Information: **205/841-7224**-Mr. Smith

SRA Schedule
Apr. 20 — HILLTOPPERS G.P.
May 18 — PERRIS G.P.
Jun. 15 — RIVERSIDE G.P.
714-828-1358

INTER-SHOWS
Presents Coors
MOTORCYCLE SWAPMEET
FRIDAY, APRIL 18
6 p.m. to 10 p.m.
MOTORCYCLE ACCESSORIES PARTS APPAREL
24 Hour Info: (714) 364-2542
Orange County Fairgrounds●Costa Mesa
BUY OR SELL
Sellers: Hurry and reserve your spaces...they go quickly. Spaces include 10'x10'x15' areas; priced from $15 to $25 depending on size and location. There's a special area for selling motorcycles, too. For $10 anybody can display a bike in a Motorcycles-Only area, so people can see what you have to sell. Anyone can be a seller.
INTER-SHOWS
BOX 2910/MISSION VIEJO, CALIFORNIA 92690
Office Hours:
Tuesday & Thursday 10 a.m. to 2 p.m.
(714) 364-0515

SMX Schedule
Sat. Apr. 19 Perris
Sun. Apr. 20 DeAnza
Sat. Apr. 26 Perris
Sun. Apr. 27 Glen Helen
INFO (714) 831-3482

A Special Invitation To AMA Members!

AMA ROAD AMERICA PRO-AM ROAD RACING

CHAMPIONSHIP AMA CUP SERIES

MAY 3 & 4

Road America — Elkhart Lake, WI

AMA MotoWorld 500 Endurance Race
Saturday, May 3

AMA Pro-Am Formula I & II,
SuperTwins & Superbikes Races
Plus AMA/Championship Cup Series
Mid-Western Championship Sprint Series Races
Sunday, May 5

SPECIAL FOR AMA MEMBERS

Gate Admission for AMA Members, Riders/Crew ONLY!
$15.00 Weekend or $10.00 Sunday Only
AMA Membership Available At Track — $20.00

Racing Rain or Shine!

For Information On America's Premier Racing Association Contact:

AMA/Championship Cup Series
P.O. Box 447, Skyland, NC 28776 — 704/684-4297

April 27

ALABAMA MOTOCROSS
Rabbittown Motocross, south of Piedmont. Info 205/820-4457 or 831-0717.

ALABAMA HARE SCRAMBLES
Reynolds Pasture, Maplesville. Perry Mountain M/C Club. Info 205/872-4286.

ALABAMA MOTOCROSS
Warrior MX Track, Warrior. North Alabama MX Assoc. Info 205/734-0541.

ALASKA MOTOCROSS
Kincaid Park, Anchorage. Alaska M/C Racing Assn. Info 907/344-8229.

CALIFORNIA POKER RUN
Oakland M/C Club. Info 415/534-6222.

CALIFORNIA CMC MOTOCROSS
● Santa Cruz County Fairgrounds, Watsonville. NAMX/Chris Haaland. Info 408/224-6015.

CALIFORNIA MMA SWAP MEET
Vallejo Fairgrounds, Vallejo. Info 916/442-4727.

CALIFORNIA FRA ENDURO
Red Mtn. Team Challenge Shootout. Info 714/666-0238.

CALIFORNIA SMX MOTOCROSS
● Glen Helen Raceway, San Bernardino. Info 714/582-3482 or 582-2522.

CALIFORNIA AMA ENDURO
Stanislaus National Forest, near Twain Harte. Merced Dirt Riders. Info 209/524-6589 or 524-1432.

CALIFORNIA CMC MOTOCROSS
On Paige Ave., 3 miles west of Hwy. 99. Info 209/686-4520 or 688-3949.

CALIFORNIA TT
White Wolf Raceway, Bakersfield. R & L Ent. Info 805/834-0284.

CALIFORNIA MOTOCROSS
DeAnza Cycle Park, Sunnymead. DeAnza Cycle Club. Info 714/242-5840 or 653-6110.

CALIFORNIA CMC MX
● Carlsbad Raceway, Carlsbad. Info 714/261-6116.

CALIFORNIA CMC MOTOCROSS
● Sunrise Valley Cycle Park, Adelanto. Info 619/245-7339.

CALIFORNIA CMC MOTOCROSS
● Sand Hill Ranch, Brentwood. Info 415/634-3328.

CALIFORNIA CMC MOTOCROSS
● E Street Bridge Track, Marysville. Charlie Sexton. Info 916/695-2727 or 673-7510.

CALIFORNIA CRC GRAN PRIX
● L.A. County Raceway, Palmdale. Info 213/830-7519.

CALIFORNIA CMC MOTOCROSS
● Perris Raceway, Perris. Suzuki Spring Classic, event #8. Info 714/261-6116.

CALIFORNIA AMA SHORT TRACK
Lodi Cycle Bowl, Lodi. D-36/Lodi M/C. Info 209/368-7182.

CALIFORNIA AMA POKER RUN
Raceway Honda, Perris. Dual Purpose also. Trac E. Info 818/353-5409 or 249-2141.

COLORADO SRAC MOTOCROSS
Aztec Raceway, Colorado Springs. Colorado Springs Kiwanis. Info 303/433-0508.

COLORADO RMTA TRIALS
Left Hand Canyon, Ward. Info 303/475-2018.

GEORGIA MOTOCROSS
Calhoun MX, Calhoun. Info 404/629-7511.

ILLINOIS ROAD RACE
St. Louis International Raceway, Fairmont City. WERA/Midwest Cafe Racing Assn. Info 314/521-0341.

ILLINOIS AMA POKER RUN
PMC Clubgrounds, Peoria. Info 309/674-1917.

KENTUCKY AMA MOTOCROSS
Pendleton County M/C Park, Demossville. Info 606/471-3442.

KENTUCKY FLAT TRACK
Sturgis. Tradewater 3-Wheel Club. Info 502/333-2614.

MARYLAND AMA POKER RUN
Clinton Cycle, Clinton. National Capital M/C Club. Info 301/248-2939.

MASSACHUSETTS MOTOCROSS
Capeway Rovers MX, Middleboro. Info 888-2750.

MEXICO MOTOCROSS
Sucro Track, Ensenada. Info 619/429-7271.

MONTANA HILLCLIMB
Billings M/C Club, Billings. Info 406/252-5588 or 252-7216.

NEVADA CLUB MEETING
Las Vegas. Las Vegas Retreads. Info 602/979-2692.

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Las Vegas. Las Vegas Goldwings. Info 602/979-2692.

NEW HAMPSHIRE MOTOCROSS
Loudon. NESC. Info 413/772-0685.

NEW JERSEY ENDURO
Whiting. Scrub Pine Euduro. Ocean County Competition Riders. Info 201/928-0597.

NEW YORK MOTOCROSS
Batavia Motopark, Batavia. Info 716/343-9130.

NORTH CAROLINA MOTOCROSS
Asheboro MX Raceway, Ashboro. Inf 919/629-1489 or 857-2196.

OHIO DIRT TRACK
Clark County Fairgrounds, Springfield. Info 513/434-7750.

OHIO HARE SCRAMBLES
Gran Prix Raceway, Canal Fulton. CRA. Info 216/682-9231.

OHIO AMA MOTOCROSS
Dirt County MX Track, Blanchester. Info 513/625-997 or 791-8970.

OHIO OBSERVED TRIALS
Mantva. Trials Inc. Info 216/297-1034 or 327-2527.

OHIO SWAP MEET
National Guard Armory, Stuebenville. Ohio Valley BSA Owners. Info 614/264-2914 or 544-5562.

OKLAHOMA MOTOCROSS
Motorcycle Raceways, Inc, Oklahoma City. Info 405/681-9492.

OKLAHOMA MOTOCROSS
Allen Ranch, Bixby. Info 918/428-1237.

OREGON ISDE MOTOCROSS
China Hat, Bend. Info 656-5801.

PENNSYLVANIA MOTOCROSS
● Sleepy Hollow MX Park, Fredericksburg. Info 717/865-3302.

PENNSYLVANIA MOTOCROSS
Hurricane Hills Sports Center, Clifford. Info 717/587-2190 or 222-9290.

PENNSYLVANIA SHORT TRACK
Rock. Flying Dutchmen M/C. Info 717/385-3515.

PENNSYLVANIA MOTOCROSS
High Point Raceway, Mt. Morris. World Sports. Info 304/594-1157.

PENNSYLVANIA HARE SCRAMBLES
High Point Raceway, Mt. Morris. World Sports. INfo 304/594-1157.

SOUTH CAROLINA MOTOCROSS
Interstate MX Park, Moore. Info 803/574-7930.

SOUTH CAROLINA SUPERCROSS
Riverside Speedway, Greenville. Stepp Motocross. Info 704/685-3033.

TENNESSEE MOTOCROSS
● Muddy Creek MX, between Bristol and Kingsport. Info 615/323-8128.

TENNESSEE MOTOCROSS
Firestone Park, Memphis. River City MX Assoc. INfo 901/382-4474.

TEXAS MOTOCROSS
Conroe MX Park, Conroe. Info 409/273-2336.

TEXAS MOTOCROSS
● Rio Bravo MX Park, Houston. Info 713/458-0090.

TEXAS MOTOCROSS
● Burleson MX Park, south of Fort Worth. Info 817/295-8908, 295-1760.

TEXAS MOTOCROSS
Lake Whitney Cycle Ranch, Whitney, Info 713/482-7593, 817/694-2901.

TEXAS MOTOCROSS
● Swan Motocross Raceway, Tyler. Info 214/882-4215.

VIRGINIA HARE SCRAMBLE
Martinsville. Blue Ridge Cycle Club. Info 703/632-2680 or 632-8171.

WASHINGTON MOTOCROSS
Hannegan, Bellingham. Mt. Baker M/C Club. Info 206/735-1672.

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& Off-Road Classic
Sun Devil Stadium
MAY 10
Tempe, AZ

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Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 498, Long Beach, CA 90801-0498. Calendar listings cannot be accepted over the phone; we must have a complete Calendar listing form.

Type of event: _____

Event date: _____

Event sanction/promoter/sponsoring club: _____

_____

Location of event: _____

_____

Phone number (with area code) for more information: _____

Your name: _____

RESULTS

Motocross
White Wolfe Rcwy
Bakersfield, CA
Apr. 6
By Laura Elmore

60 BEG
Mike Hughes Kaw
Justin Hendrick Hon
80 BEG
Denny Simmons Kaw
Shawn Burke Suz
Kent Curless Kaw
80 JR
Gary Brinkmeyer Yam
Torey Rolland Yam
Clinton Allen Kaw
80 INT
Pat Weide Yam
80 EX
Erick Hilton
125 BEG
Clifford Wright Kaw
Alex Robers Hon
Ray Anthony Yam
125 JR
Brock Suter Hon
Erick Hilton Yam
Erick Wicker Hon
125 INT
Jeff Mabery Yam
Sean Blanchard Kaw
Darin Powell Yam
250 BEG
David Coulombe Hon
Ben Geissel Hon
Randall Brown Hon
250 JR
Chuck Bennett Suz
Jack Clay Yam
Kevin Peoples Kaw
250 INT
Jeff Mabery Yam
Dallen McKenney Hon
Sean Blanchard Kaw
OPEN BEG
Jon Cagliero Yam
Mark Selbach Hon
James Culver Hon
OPEN JR
Byron Polin Hon
OPEN INT
Mike Royer Yam
Craig Lane Yam
Richard Ingram KTM
OTHG NOV
Ball Bearing Bob Yam
Rancid Richard Mai
Ed Thomas Suz
OTHG INT
Merry Mac Kaw
Killer Keith Hon
Loose Lips Lee Kaw
OTHG AM
Billy Oliver Yam
Clawed Claude Kaw
Chuck Holmes Kaw
OTHG EX
Devious Dave Hon
Joker Joe Kaw
Lecher Leon Hon
VET JR
Gerald Sumner Yam
Bill Fleming Yam
Gary Morks Hon
VET INT
Burt Ulmer Yam
Mike Middleton ATK
Leon Price Hon
VET PRO
Rick Sazama Hon
Ken McAllister KTM
Dave Rogers Hon
OT SPTS
Ron Clawson Suz
Kay C. Mann DMS
125 PRO
Jeff Reynolds Hon
Shawn Davis Hon
Joe DeGado Hon
OPEN PRO
Mark Nation M-S

Motocross
Gary's Warrior MX
Warrior, AL
Mar. 29

JR
Scott Allums Kaw
Damfen Brow Kaw
Todd Naramore Kaw
JR MINI
Scott Allums Kaw
Chris Naramore Kaw
Todd Naramore Kaw
SR MINI
Kevin Pike Kaw
Peanut Ulrich Kaw
Chris Cornelis Kaw
125 B
Kevin Crews Kaw
Jerry Swindle Hon
Mike Henn Yam
250 B
Rickey Tolbert Yam
Randy Hall Hon
Paul Cost Hon
OPEN B
Tommy Hudson Hon
Ronald Rawlings Hon
Joey Saragusa Hon
MONEY
Mike Henn Yam
Jerry Swindle Hon
H. Lauderback Suz

Motocross
County Line Raceway
Vance, AL
Mar. 22
By Dixie Cash

60
Damien Brown Kaw
Jason Grimmett Kaw
Kevin Jackson Kaw
60 2 YR & OLDER BIKE
Rick Allen Hon
80 SR B
John Park Jr. Kaw
125
Scott Rogers Hon
Hugh Griffitt Hon
R. Mewbourne Hon
125 2 YR & OLDER BIKE
Keith Baker Hon
John Miller Hon
250 2 YR & OLDER BIKE
Charles McKeill Mai
250
Buddy Phillips Kaw
Kyle Lavier KTM
Duane Martin KTM
OPEN
Hugh Griffitt Hon
ENDURO
Gary Creel Yam
Roger Heaton Yam
Bill Redgate Hon
MONEY
Buddy Phillips Kaw
Kyle Lavier KTM

Motocross
County Line Raceway
Vance, AL
Mar. 29
By Dixie Cash

50 AUTO
Zillah Allen Suz
60
Kevin Allen Kaw
Matt Neal Kaw
Kevin Jackson Kaw
80 A
Joey Hargrove Kaw
80 B
Terry Franklin Yam
John Park Jr. Kaw
Trey Hoyle Hon
80 PP
Janice Phillips Kaw
125
Craig Ray Hon
Joey Hargrove Kaw
Lance Carlson Kaw
125 2 YR & OLDER BIKE
John Miller Hon
250
Buddy Phillips Kaw
Duane Martin KTM
James Bowling Hon
250 2 YR & OLDER BIKE
Kenny Goodwin Hon
ENDURO
Miles Tracy Suz
Ken Helms Hon
Barry Hardin Yam
OPEN A
Scott Crewes Kaw
Pete Allen Sr Kaw
OPEN B
Joel Howard Hon
ENDURO PP
Vickie Redgate Hon

Motocross
Devil's Ridge
Sanford, NC
Mar. 9
By Henry Muller

JR MINI
Carl Fogle Yam
Brad McKee Yam
Jeff Hensley Hon
SR MINI
Stevie Childress Kaw
Patrick Slate Yam
Stacey Barnett Kaw
125 SCLHBY
Bobby Houser Hon
Danny Norman Suz
Jonathon Norton Kaw
125 C
Danny Norman Suz
Craig Barbour Yam
Dusty Young Kaw
250 C
Mark Sparks Hon
Wayne Teal Kaw
Joseph Vincent Yam
125 B
Todd Adams Yam
Chris Brewer Yam
Brad Proctor Yam
250 B
Todd Adams Yam
Jimmy Crumpler Yam
Tim Julian Yam
OPEN AM
Steve Jarjabka Hon
Dan Gregory Yam
Auman Parrish Hon
SR
Mike Barnett Suz
Samuel Lewis Suz
Jim Brewer Suz
125 A
Mickey Whetzel Suz
Brian McNeill Yam
Larry Andrews Suz
250 A & OPEN A
Brian McNeill Yam
Vann Gibson Yam
Jeff Bowling Suz

Motocross
AMA D-29
Carolina Spring Series
Charlotte, NC
Mar. 16
By Henry Muller

125 PRO
Mike Andrews Suz
Gerald Wood Yam
Robbie Taylor Yam
250 PRO
David Bailey Hon
Mike Andrews Suz
John Shay Yam
OPEN PRO
Robby Neeley Kaw
Scott McClain Yam
Ron Jones Hon
PEE WEE
Michael Fann Kaw
Joey Dillard Kaw
Bo Shannon Kaw
JR MINI
Michael Fann Kaw
Carl Fogle Yam
Rob Bulyovsky Kaw
SR MINI
D. Bradshaw Yam
Hank Moree Jr. Kaw
Trey Phillips Yam
125 SCHBY
Jim Chester Kaw
Richie Clippard Hon
Chuck Blackmon Cag
125 C
John Balogh Kaw
Steve Addington Kaw
Thadd Slaughter Kaw
250 C
Dean Herrin Hon
James Hayes Hon
Jonathon Trull Hon
125 B
D. Bradshaw Yam
Kevin Walker Yam
Greg Templeton Hon
250 B
Jim Chester Kaw
Tony Bullard Yam
Eddie Almond Kaw
OPEN AM
Mike Privette Hon
Mark Williamson Hon
Roger Lineberger Hon
SR
Steve Lewis Yam
David Heath Hon
Bill Darling Hon

Motocross
Gary's Warrior MX
Warrior, AL
Apr. 5

JR CYC
Chris Naramore
Todd Naramore
JR MINI
Todd Naramore
Chris Naramore
SR MINI
Peanut Ulrich
Chris Cornelius
Brandon Smith
125 B
Rodney Phillips
Brett Townsend
David Armstrong
250 B
Rickey Tolbert
Bryan Flyin
Jeff Clements
OPEN B
Roger Mackey
Joey Saragusa
Tommy Hudson
ENDURO
Tommy Cousins
Jeff Clements
David Summers

Observed Trials
RMTA Left Hand
Canyon Trials
Ward, CO
Mar. 9

BEG
Matt Damen 11
Todd Quist 34
Jim Cambon 43
NOV
P.J. Paszke 2
Gary Norrod 5
Stan Rice 6
SR B
Dick Hedwall 0
Cliff Tucker 27
INT
Biff Roberson 24
Kevin Busch 29
Mike Heil 31
SR A
Bob Pick 6
Gary Baughman 18
Larry Lund 18
ADV
Kevin Manniko 18
Monte Tucker 36
Dave Lindeman 46
EX
Mark Manniko 11
Terry Peacock

Hare and Hound
D-37 Point Standings
Long Beach, CA
Apr. 9
By Tom Morgan

SR HVY WT
Bob Ashcraft 900
Sterling Varner 630
Don Burch 620
Bill Saltzman 540
Rich Jackson 540
SR LT WT DIV 1
Jim Bringhurst 800
Dave Kersting 680
Larry Gorden 640
Ron Hall 500
Ned McNabb 500
SUP SR
Curt Horst 770
Norm Stuart 660
Ramon Lowe 570
Irvin Sinclair 410
Mike Hinshaw 400
LT WT DIV 2
Julian Guerra 530
Kevin Case 530
Duane Summers 400
Michael Heyler 370
Curt Jensen 310
CLUBS
Checkers 770
Desert 550
Huntington Beach 495
Viewfinders 480
Invaders 475

Motocross
Moreland MX Park
Stanton, MI
Mar. 29
By Angie LaRocco

80 (12-15)
Eric McLear Yam
Steve Bulyovsky Kaw
Brian Swink Yam
80 (7-11)
Richard Godshall Yam
Rob Bulyovsky Kaw
Scott Patchen Yam
60
Richard Godshall Kaw
Peter Zerial Kaw
Justin Blake Kaw
WOODS JR
Archis Bryde Jr. Hon
Gary Saya Yam
Dave Curry Yam
WOODS SR
Barry Mayo M-S
Josef Havier Hon
Lawrence Stewart
125 JR
Greg Bowen Yam
Mike LaRocco Yam
Jeff Beckington Yam
125 A
John Grewe Kaw
Greg Bowen Yam
Mike Roth Yam
125 B
Dan Boivin Suz
Marty Burr Kaw
David Beckington Yam
250 A
Jeff Stanton Yam
Mike Roth Yam
Mike LaRocco Yam
250 B
Kenny Kizzae Yam
Jamie McLean Yam
Scott Morris Kaw
OPEN A
Andy Michner Kaw
Jeff Stanton Yam
Bobby Wagner Kaw
OPEN B
David McPherson Kaw
John Love Hus
Vic Fegel KTM

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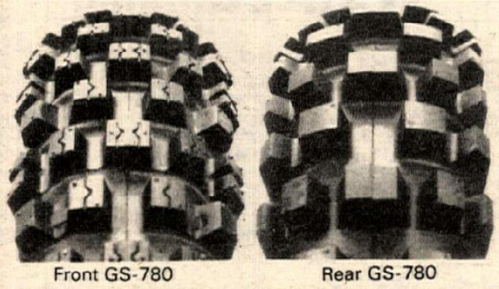
Duane Summers — 4th 125 Class
Mike Alexander — 4th Open Class
Bob Johnson — 4th 250 Class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Duane Summers — 2nd 125 Class
Dave Kersting — 3rd Senior Class

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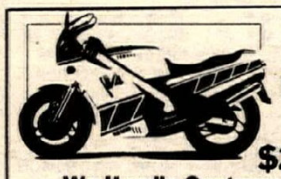
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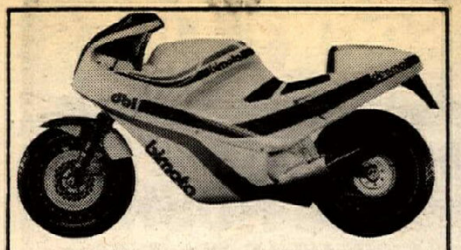

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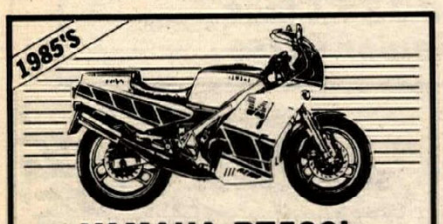

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Need aggressive salesperson for new accessory store. Hourly plus commission plus bonus. Apply in person, experience preferred: 18519 Roscoe Blvd., Northridge, CA. (818) 885-0794, ask for Bob. (214/15)

Mechanic Needed
Certified BMW technician needed by Arizona dealership, excellent working conditions, long established dealer. Call Ed, (602) 945-0749. (214/15)

Parts counter/Motorcycle sales
Immediate openings for experienced persons. Salary commensurate with experience. Call Honda Del Rey, ask for Richard or Norman, (213) 391-6217. (214/16)

Honda Parts Manager
Top pay for top person, large Orange County multi-line dealership. Cycle News, Dept. SF, P.O. Box 498, Long Beach, CA 90801-0498. (314/17)

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Sales Reps Wanted
Large west coast distributor seeks experienced self-motivated individuals. Exclusive and name brand product lines in protected territories. Hurry, only a few prime areas available. For more information contact Steve at Van Leeuwen Enterprises, (818) 896-2200. (215/16)

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Need 2 experienced Honda/Kawasaki mechanics. References necessary. Contact Bill at Champion Kawasaki, (714) 642-4343, (714) 642-2311. (215/17)

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Harley Davidson Mechanic
With motor and transmission experience — must be above average — dependable — own tools for top engine and custom work. Micah McCloskeys Custom Cycles, Canoga Park(S.F. Valley, S. Cal.), (818) 348-8967. (114/15)

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Dick Allen Yamaha & Honda. (805) 259-8460, ask for Dick. (215/TFN)

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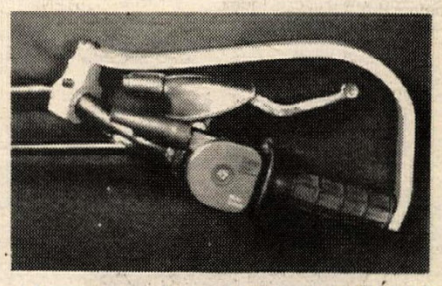

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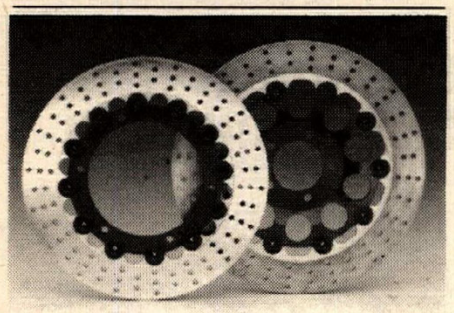

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Less than 500 miles, owned by senior 'A' rider. Skidplate, Terry, Answer, Magura, many spare parts, special tools, $1200. (415) 728-5992 after 6p.m. weekdays. (115/16)

1985 SUZUKI RM250, VERY CLEAN, $1100. (213) 773-7761. (115/16)

GSXR 750 — $4000

Available Las Vegas Suzuki. (702) 877-2208. (215/17)

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Blackloy rear sprocket $35.98, steel rear sprocket $24.95, countershaft sprockets $11.95. RK O-ring $44.95. Freight prepaid, UPS COD. VISA and MC. Mike's Cycle Supply, 5751 Evangeline St., Baton Rouge, LA 70805. (504) 355-4525, (800) 367-5209. (230/TFN)

Sprockets*Sprockets*Sprockets

Rear sprockets, 520 chain size, all popular late model dirt bikes, $16.95 to $35.95. Countershaft sprockets, $5.95 to $11.95. RK O-ring chain, $42.95 to $44.95. Freight prepaid, UPS COD. VISA and MC. Mike's Cycle Supply, 5751 Evangeline Street, Baton Rouge, LA 70805. (504) 355-4525, (800) 367-5209. (230/TFN)

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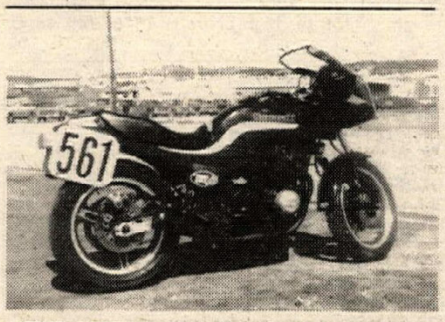

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Showroom condition, never raced, 3700 km., both 1985s. Must be bought as matched set. Phone (306) 842-3336 after 5p.m. (315/17)

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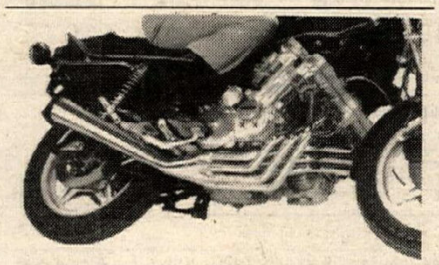
Complete or rolling chassis, looking for 'G' model. Will consider others. Ask for Rod, (209) 722-5959 weekdays. (315/17)



D&D CBX/KZ1300 6 into 1

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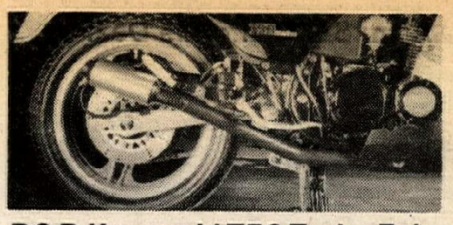

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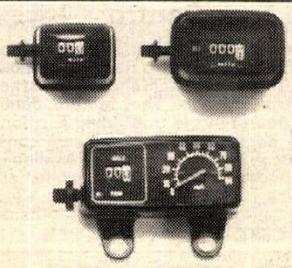

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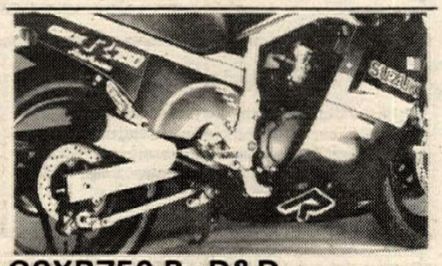

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There are cheap imitations available but for the absolute finest in hand protection join the top National Riders who insist on Bark Busters. See your dealer or call PERFORMANCE PRODUCTS, P.O. Box 1294N, Lacombe, LA 70445. 504/882-3107. (205/TFN)

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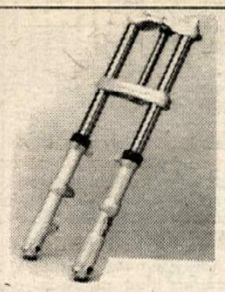
We are crankbuilders for the Motorcycle Industry! We can untwist, true, weld, stroke, regrind or do anything else to any crank. When all you do are crankshafts . . . you have to do them right! Falicon Performance, 2041 Range Rd., Clearwater, FL 33575. (813) 461-4161, call or write for catalog. (245/EOI/TFN)



New Ceriani Forks
Available in 38, 40, 42mm sizes for road race or dirt track. STORZ PERFORMANCE, 1362 Tower Sq. #2, Ventura, CA 93003. (805) 654-8816. (226/EOI/TFN)

1985 RZ500, ALMOST BRAND NEW, new Metzelers, California license, etc., $4500/OBO. (818) 709-8755. (215/16)

1985 ATK 560, barely ridden, new tires, extra cam and pipe, etc., $3600/OBO. (818) 709-8755. (215/16)

1984 XR80, 2 TIME 4-STROKE NATIONAL WINNER, leading axle forks, Works shock, alloy wheels, cam and pipe, CR80 seat, plus more, $500/OBO. (818) 709-8755. (215/16)

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10% extra hp, saves 25 lbs., 4/1. (800) 327-1109. (206/TFN)

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1984 KTM 125MXC, REBUILT MOTOR, enduro ready, $850. (703) 791-3921. (113/15)

1978 Ducati Super Darmah
NEW Pirellis, battery, tune-up and inspection. Rose Imron paint. Vesco Rabid Transit ¾ fairing. Imola speed kit with NCR heads. Stainless brake lines, drilled discs. S&W nitrogen shocks F&R. Stored 5 years, many extras, $3200. (512) 339-2415. (115/16)

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Don Vesco built TZ350 barrels, pistons, carbs, pipes. Rocket fast super street racer, Japanese model chassis, very good condition. Sell whole, good bike for cost of nearly new engine, $1000/OBO. (714) 752-7860. (315/16)

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DOT approved, 3 layers hand laminated fiberglass, black only sizes 7, 7⅛, 7½, 7⅝, 7¾. Helmet bags. Price special, $39.95. Japanese Parts Distributors, 2417 E. Main St., Visalia, CA 93277. (209) 734-0430, (209) 734-0457. (239/TFN)

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The MX Cat Comic Book is the perfect test. If you don't think it's funny, you probably didn't laugh when your prom date fell in the punch bowl, or when your dad backed the car out of the garage before he opened the door. Don't delay! Order your MX Cat Comic Book today, and let the whole family enjoy a good laugh on you. They are just 75¢ and available by using the Cycle News, Inc. Products Order Form located below the Advertiser's Index. (5TFN)

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Best offer or trade for late XR, plus camper shell for ¾ ton, both in excellent shape. Call (714) 496-6938 evenings. (315/16)

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1 300, 1 240, great condition. Call (619) 934-6495. (315/16)

YAMAHA TT500, PANTHER FRAME, VENOLIA, Carrillo, Megacycle, Barnes, Jemco, Grimeca, fresh motor, some spares. $1300 U.S. (519) 837-2214. (315/16)

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Call Now!!! (415) 485-1921.
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Very clean, great bike for spring, $1150. (213) 322-6693. (115/16)

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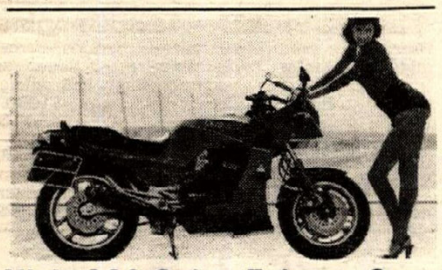
Rolling chassis, complete line of racing and standard parts, big bore kits for 560, 600 and 660. Big valve heads. Wood-Rotax polo shirts. All in stock for immediate delivery. Ron Wood Racing Products, 755 W. 17th St., Unit D, Costa Mesa, CA 92627. (714) 645-0393. (215)



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1976 RE5, 6600 miles, impeccable shape, black, perfect running condition, always garaged and serviced, $1900. Call Luis, (619) 453-7463 or (619) 458-9251. (115)

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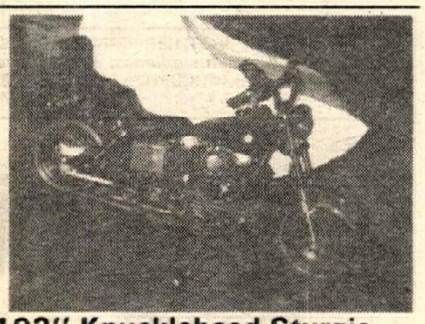
Both bikes like new. 4-stroke is 510XC with enduro mods and lots of extras. 500AE has factory mods and low hours. 510XC $2400/OBO, 500AE $1375/OBO. (213) 429-0356. (115)

1983 BMW R80RT
Showroom condition, loaded, $3495. (312) 556-3341. (115)



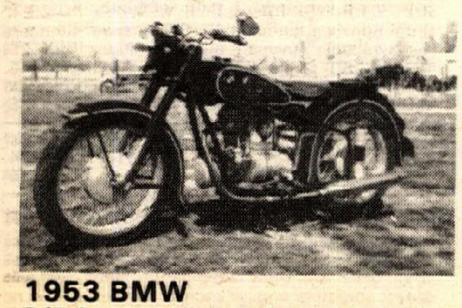
102" Knucklehead Sturgis
Looks like stock Sturgis. 600 miles, over $9000 invested, $6000 firm. (317) 271-0334. (314/15)

1982 Yamaha IT465
Low mileage, excellent condition, completely stock, $1000. (714) 893-7686, Rick. (114/15)

Bultaco Parts
COD, USPS. (713) 351-0075. (211/22)

1980 Kawasaki Z1R
One owner, original, new $2900. (217) 824-2302. (111/15)

750 YAMAHA, SHELL FRAME, Motoplat ignition, OW72 head, many other extras, must sell, $2000/OBO. Call Mike, (301) 666-0582. (113/15)



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R-25/3, choice original bike, fresh paint, will deliver west coast. (303) 494-0891. (114/15)

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1 used demo bike, 1 brand new model in stock at PRO-CYCLE. (714) 524-5441, Southern California. (215/TFN)

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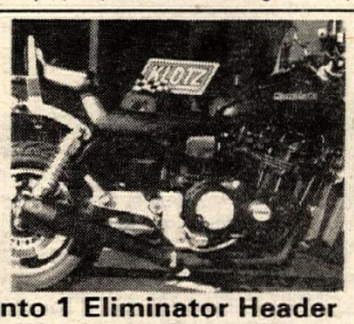

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Ninja 900 performance from your Eliminator. Also save 22 lbs. on exhaust system. Unpainted, $219.95; chrome, $259.95. HOT BIKE ENGINEERING, Fremont, CA. (415) 656-8275. (115)

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'83 MAICO 490 SPYDER, 5 speed, Ohlins, lights, new Metzeler, low hours, trail ridden, $800. (714) 369-0175, (714) 925-1617. (115)

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1969-70, excellent, stored inside and not ridden since 1971. Trail ridden only, totally original, $775. Andy Campbell, (208) 466-1609. (315)

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No tax, set-up or doc fees. Private party. Bike never ridden. Will consider trade for Vintage 4-stroke MX single. See in Westminster. (714) 897-8265 after 6p.m. (5)

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PRO CYCLE & ACCESSORIES — Metro Atlanta's dirt/street headquarters, M-Star & Cagiva sales & serv. Maico parts. Acc., for all brands. Mon.-Sat. 9-6. UPS daily. Visa & M/C. Located in New London Plaza, Hwy. 78, Snellville, GA 30278. (404) 979-7708.

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STREET CYCLES, INC. — BMW, Suzuki & Harley-Davidson. Parts, Serv. & acc. Steinmark Leathers/Eclipse Luggage/Frank Thomas Boots. Tues.-Fri. 9-8, Sat. 9-5. 405 U.S. Rt. 1, Falmouth, ME 04105. (207) 781-4763. The Maine Motorcycle Connection. 7 mi. so. of L.L. Bean.

Massachusetts Dealer
BETTENCOURT'S HONDA — Suz., KTM/Pen., Husky. Full Bore & Hi-Point Acces. Trail riding headquarters for southern Mass. Mon.-Fri. 9-9, Sat. 9-6, Rt. 28 at Jct. Rt. 106, W. Bridgewater, MA 02379. (617) 587-1701 or 583-9689.

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Michigan Dealer
CORKY'S CYCLE SALES — Bultaco, Can-Am, Derbi, Sachs/Hercules sales/service/parts & accessories. Hours June 15-Aug. 31, Tues.-Fri. 10-6, Sat. 10-2; Sept. 1-June 14, Tues.-Fri. 4-8, Sat. 10-2. UPS/COD. 17324 Hickory, Spring Lake, MI 49456. (616) 846-5780. Corky Root, Owner.

Michigan Dealer
FLINT INDIAN SALES — Norton, Ducati, KTM/Penton, Matchless, Moto-Guzzi, Greeves, DKW, AJS & Premier. Mon. & Fri. 9-8, Tues., Wed., Thurs. & Sat. 9-6. 923 N. Saginaw, Flint, MI 48052. (313) 232-9521.

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Team Yamaha Dealer. Great prices on YZ's and IT's for all racers. Plus 20% discount on parts. Free bike set-up. Located on Norlina Rd., Henderson, NC 17536. (919) 492-8553.

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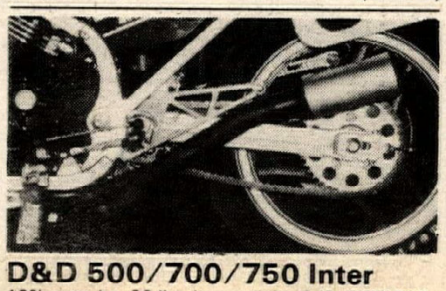

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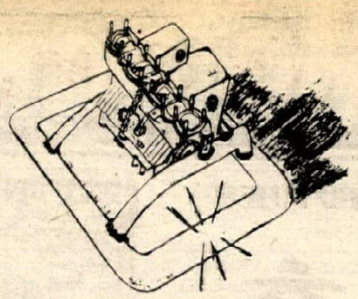

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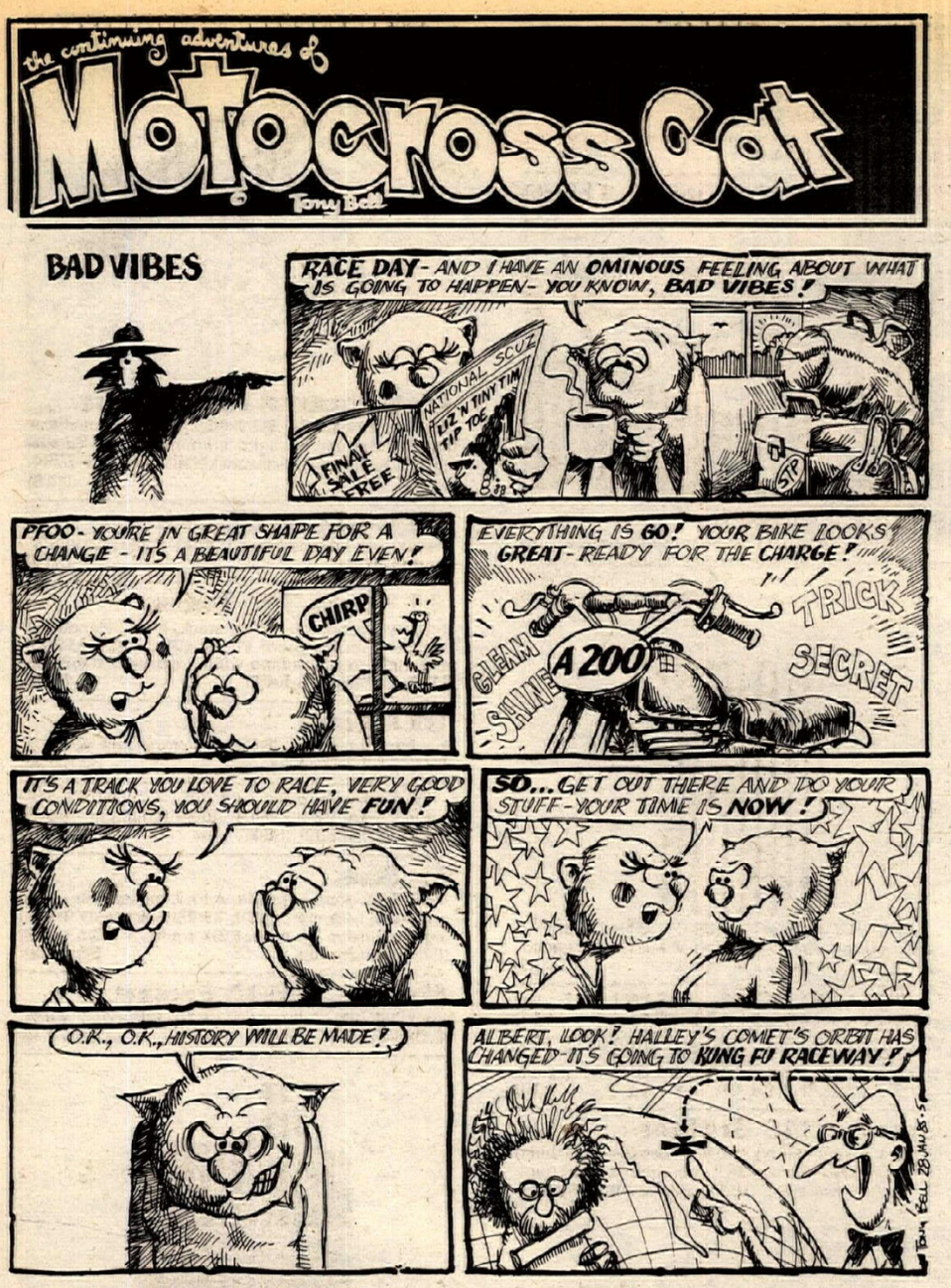

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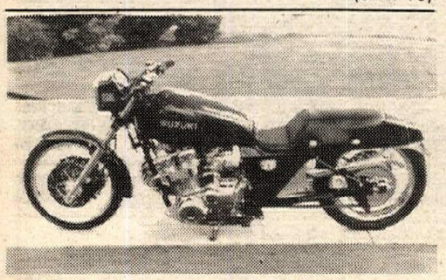
'86 Guzzi LeMans 1000 $3695
2000 miles, mint. '75 Ducati 750 Sport, low miles, triple discs, excellent, $3200. (215) 438-2559. (314/15)



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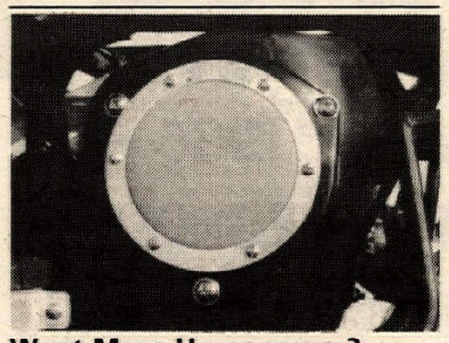

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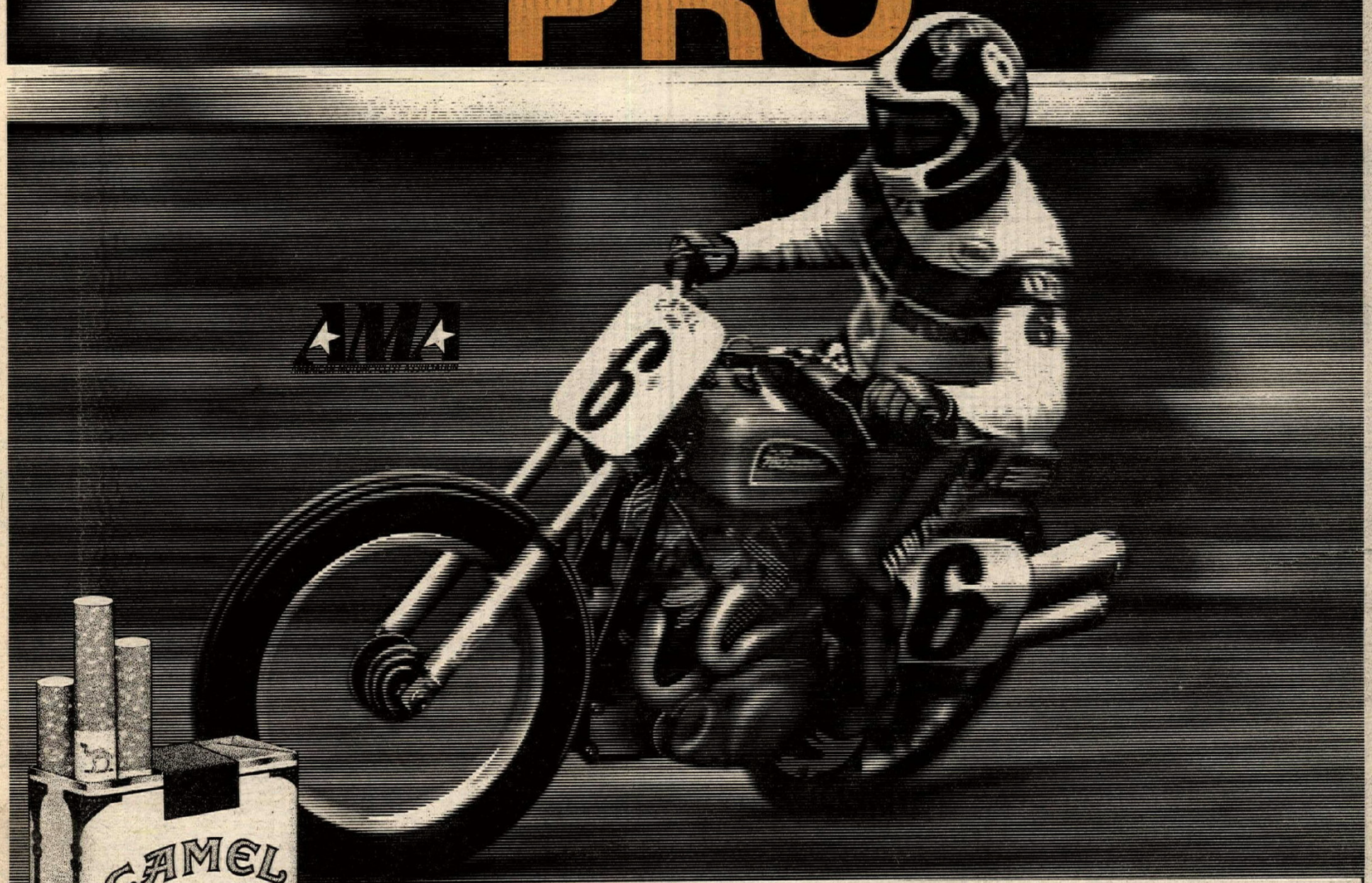

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